History of Hillsborough County Florida

Ernest L. Robinson

History

of

HILLSBOROUGH COUNTY

FLORIDA

NARRATIVE AND BIOGRAPHICAL

By

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TAMPA, FLORIDA

History of Hillsborough County, Florida

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Dedication

This book is dedicated to those pioneer men and women of a bygone century who, by their courage, integrity, and industry, so well laid the foundations on which their children and successors are building a great and prosperous Hillsborough County.

"Legend of the Cherokee Rose"

A Seminole warrior wooed for his bride,
A Cherokee maiden, his foeman's pride;
As they fled together, the trembling maid
For a last long look at her old home stayed.

On the rude lodge roof the blossoms white
Glowed like stars in the soft moonlight;
With tears in her eyes, the Indian bride
Broke a spray that grew by the portal's side.

To a Florida home she bore it then
To brighten her lodge in the stranger's glen,
And oft to her children the tale she told
Of the alien and the lover bold.

And wherever the waters go stealing by
In that land of bloom and cloudless sky,
The Cherokee rose wreaths the forest wild
And dreams it shelters the Indian child.

An hundred years and warrior and bride
In forgotten graves lie side by side;
Yet over them climbs and blooms and grows
The lover's flower, the Cherokee rose.

AUTHOR UNKNOWN.

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FOREWORD

HAVING been for more than twenty years a resident of the county-seat of Hillsborough County, and during all of those years busily engaged in the service of the public school system of the county, I have grown to feel a deep and abiding interest in all those conditions and enterprises that have helped to assure the growth of the cities, towns and villages in this favored section of Florida.

During those sixteen years that I served as Principal of the Hillsborough County High School and the years since while supervising the high school work in the county I have been so fortunate as to become acquainted with many of the last survivors of the pioneer life of the middle years of the nineteenth century and have heard from their own lips many of the incidents so full of human interest that I have recorded in the following pages.

It has also been my good fortune to know rather intimately most of those men and women who have for the past two decades been leaders in the commercial, industrial, social, educational, and religious development of Hillsborough County to its present commanding position among the counties of Florida.

I have endeavored to present a series of pictures of the life of the different periods of the county's history as accurately as is possible, depending on written records and information received from those who lived in and had a part in events of those earlier times.

Every attempt has been made to avoid mistakes and the perpetuating of erroneous traditions.

For the earlier history state, county, city, and school board record books have been read with great care, so that correct statements could be made of the early events in the county and, wherever possible, such incidents recorded as would give a human touch to the narrative. Usually the source of information is given in the text, but I wish here to make acknowledgment of those sources from which information was obtained and of those men who have helped to make this book possible.

Mayor D. B. McKay, proprietor of the Tampa Daily Times, kindly gave my assistant, Mr. James Shaw, access to all the material which has been gathered and well preserved in the office of the Times. This includes files of those earlier papers which were the first periodicals published in Tampa.

Honorable Stephen M. Sparkman prepared a complete statement of the development of the deep water channels up the bay of Tampa. His long years of service as Chairman of the Rivers and Harbors Committee in Congress made him the best authority on that subject.

Congressman Herbert J. Drane, who as a young man participated in the building of the first railroad to Tampa, furnished authoritative information about that important event.

Honorable Peter O. Knight generously took time to prepare statements about the history of the urban railways of Tampa, and of the building of the Seaboard Air Line Railroad to Tampa.

Honorable Perry G. Wall furnished valuable help in preparing the account of the Spanish War period.

Mrs. Fannie Haya was most helpful in supplying information about the establishing of the cigar industry in Tampa.

The memoirs of Mrs. Nancy (Collar) Jackson, loaned by A. J. Barclay, were an invaluable source of information about the early days in Fort Brooke.

Mr. C. A. Winchell, formerly an employee of the Tampa Daily Times, kindly placed at my disposal extensive notes prepared by himself on the early days of Tampa.

Mr. Wayne Thomas, Editor of the Plant City Courier, was most helpful in furnishing much of the material for the history of Plant City. Col. G. B. Wells, a pioneer of the county, gave the benefit of his great store of information about county affairs.

The reminiscences of his early life, as given by Mr. D. B. Givens, have helped to add to the human interest of the narrative.

The biographies in the biographical section of the book have been carefully prepared from information furnished by the subjects themselves, or in the cases of those who are deceased, by members of their families.

Grateful acknowledgment is given:

To the members of the Advisory Board who have materially assisted in the preparation and publication of this book;

To those who have furnished information for their own biographies or for the biographies of members of their families;

To the Clerk of the Circuit Court, to the Superintendent of Public Instruction, to Dr. Sack, Statistician of the Board of Trade, and to countless others who have in various ways rendered valuable assistance.

Especial recognition is due Mr. James Shaw, my invaluable assistant, who has gathered a large part of the information given in the history, and who assisted in the preparation of several of the chapters covering the modern development of the county.

Credit is due Miss Harriette Rothschild, who prepared much of the material for the history of Plant City and for the chapter on the commercial growth of Tampa.

E. L. R.

Tampa, Florida, January 1, 1928.

HISTORY OF HILLSBOROUGH COUNTY FLORIDA

Part I

NARRATIVE

History of Hillsborough County, Florida

CHAPTER I.

Spanish Explorers.

While the history of Hillsborough County, now the center of population and industry of the West Coast of Florida, begins a little more than a century ago, yet there is one short but most interesting introductory chapter dealing with a period three hundred years earlier.

We are all familiar with the romantic story of Ponce de Leon, who in his search for the fabled fountain of youth landed on the east coast of the peninsula of Florida on Easter Day, 1513. This, the first known visit of white men to this region, resulted in the name "Florida" being applied not only to the peninsula but to a large part of what is now South Eastern United States.

A few years later Panfilo de Narvaez (appointed to succeed Hernandez Cortez in Mexico) landed on the Gulf Coast of Florida as the leader of a considerable expedition which he expected to conduct by a few days' march to Mexico. The place of landing cannot be definitely fixed. De Narvaez records that they landed at the head of a large bay. The bay referred to might have been Charlotte Harbor, Clearwater Bay or Tampa Bay. It would seem most likely to have been either Clearwater Bay or Tampa Bay. In either case it was in what was later Hillsborough County. He landed on Good Friday, April, 1528. Soon after, from some point in what is now Hillsborough County, he, at the head of his band of adventurers, started on what he supposed would be a few days' journey around the Gulf of Mexico to the Spanish settlements in Mexico. In course of time de Narvaez and his followers became scattered and all perished except one Cabeza de Vaca and three others, who, after several years of most amazing adventures, made their way for more than fifteen hundred miles to join their Spanish friends in Mexico.

Cabeza de Vaca returned to Spain and by clever dissimulation caused it to be believed that the region which he had traversed in his remarkable journey was a land rich in gold and silver.

Hernando de Soto, recently returned with great wealth from Peru, where he had been second in command to Pizarro, the conqueror of the Incas, now already preparing for another expedition in search of adventure, conquest and wealth, hearing the accounts of Cabeza de Vaca determined to visit the same coast from which de Narvaez had started out on his ill-fated journey. He had been appointed Governor of Cuba and Adelantado of Florida.

Early in April, 1538, in command of six hundred men and seven ships well equipped for their journey and expected conquest, Hernando de Soto set sail from the Spanish port, Sanlucar. After a pleasant voyage, including an eight-day stop at the Canary Islands, he entered the Harbor of Santiago de Cuba on the day of Pentecost. A few days later he sent the fleet with most of his followers around

the island to Havana. With one hundred and fifty of his five hundred men de Soto marched overland to Havana, a city which he describes as about the size of Santiago, each having seventy or eighty dwellings.

After establishing himself as Governor of Cuba de Soto on May 18th, 1539, set sail with a fleet of nine vessels for Florida. For those days his following was unusually large and well equipped.

One week later, on May 25th, 1539, de Soto, with his hundreds of followers with guns and horses, landed on the shores of a bay which they named Espiritu Santo. It is generally believed that bay was Tampa Bay and that the exact spot of the disembarkation was either near the present site of Safety Harbor or even more probably the mouth of Hillsborough River where the great City of Tampa is now located.

An Indian village called Ucita, after their chief, was near the landing place. The Indians fled at the approach of the Spanish ships. The Spanish writer who left a record of de Soto's expedition says: "The town Ucita was of seven or eight houses, built of timber and covered with palm leaves. The cacique's house stood near the beach, upon a very high mount made by hand for defense. At the other end of the town was a temple, on the top of which perched a wooden fowl with gilded eyes."

In other records a village called Hirrihigu is mentioned as not far from de Soto's landing place.

Several unsuccessful attempts were made to capture an Indian to serve as interpreter and guide. The harsh methods used by the Spaniards, as happened with most other European explorers in America, resulted in an attitude of fear and hostility on the part of the Indians. No doubt many of the bloody deeds of later years were the direct results of this unwise treatment of the Indians by the European explorers. Although the Spaniards, encamped in and near the Indian village, could secure no native for a guide, they were one day greatly surprised to find a white man among the Indians. This was Juan Ortiz, who had been left behind by de Narvaez and captured by the Indians, with whom he had lived for twelve years. Ortiz told de Soto that he had heard of sources of gold in the regions to the north. Influenced by this report de Soto soon after led his company on that romantic and tragic journey from whence he was never to return.

Thus, soon after the first visit of Columbus to America was the curtain lifted to allow two short glimpses of the site of what was to be the county seat of Hillsborough County. Then the curtain drops and for three hundred years history affords us no clear sight of what was happening in the forests around the picturesque lakes and along the shores of beautiful Tampa Bay. We can not, however, doubt that the splendid harbor was many times visited by the Spanish adventurers and the old English Sea Rovers. In fact, some have been so convinced of the truth of traditions about buccaneers, pirates and merchantmen of former centuries that the shores of the bay have been well searched for traces of pirate treasures.

There are occasional references in early Spanish documents to the Indian village of Tampa which lead us to believe that even then the shores of Tampa Bay were the site of important settlements and enterprises of the aborigines. In an

address to the King of Spain, signed by Dr. Pedro de Santander, and dated July 15, 1557, there is described a plan to establish settlements in various places in Florida. It was proposed to exterminate the idolatrous inhabitants and possess their lands. One of the places mentioned as sites for colonies was at Tampa Bay where the author of this address thinks "many slaves can be had."

One of the most interesting bits of Florida history on record is a memoir of Hernando d'Escalante Fontenado, born in 1538, on the country and ancient Indian tribes of Florida. In this memoir the author speaks of Tampa as one of the most important Indian villages on the peninsula in the latter part of the sixteenth century.

When the first settlers from the United States came to the shores of Tampa Bay they are reported to have found a small settlement of three or four families called "Spanishtown" and located near the mouth of Spanishtown Creek in what is now the Hyde Park section of Tampa. The men of these families, who were fishermen and oystermen, claimed to be of Spanish ancestry, and that their ancestors had lived on that site for hundreds of years.

The shores of Lake Thonotosassa (more correctly spelled Tenotosassa) a hundred years ago were found to be the gathering place of all the Seminoles each year for their "Green Corn Dance."

These glimpses of the ancient Indian village, undoubtedly on the site of some part of the City of Tampa, remind us that the location of centers of population and industry and trade are not accidental, and that the same reasons that influenced old Indian chiefs to establish their villages and strongholds at the mouth of the river entering the fine bay, have in a later day resulted in the building of the modern commercial center of the West Coast of Florida.

CHAPTER II.

Fort Brooke and Early Tampa.

We have seen that for generations, probably centuries, before the Spanish conquistadors came to Florida in search of wealth, adventure and new worlds to conquer and new states to found, there had been inhabitants whose romantic history can only be guessed at. When the white man first came he found many small, but well established, if widely scattered, Indian villages. The numbers and size of the shell mounds indicate that there had been inhabitants of the Ocean, Gulf and lake shores of Florida for many centuries. These inhabitants were Indians of various tribes—Muskogans, Tomokans, Caloosas, Creeks, Seminoles, and others—who lived by hunting and fishing. In some places were found evidences of the cultivation of Indian corn and the Green Corn Dance had been a well-established annual ceremony long before the Europeans first landed on the peninsula of Florida.

The village which De Narvaez and De Soto found at the mouth of the Hillsborough River was but one of many situated along the shores of Tampa Bay and of the nearby lakes.

During the three centuries from the day when De Soto and his men marched away into the wilderness to the north and west, to the time when American soldiers under orders from the United States War Department established a station at the head of Tampa Bay, it is evident that the Indians had changed little and probably had progressed not at all. There was still, in 1823, an Indian Village on this site just as there had been three hundred years earlier.

Florida had during those centuries been first under the supremacy of Spain for about two centuries, then under the British for some twenty years, then again under the Spanish from 1780 to 1821, when Florida was purchased from Spain by the United States. The peninsula was overrun by Indians and runaway negro slaves from the adjoining states to the north.

Formal territorial government was established in 1822 with William P. Duval as governor. It was found necessary to establish military posts or forts in order to protect the settlers from extermination by the Seminoles who were then the leading tribe in that section.

The advance outpost to the south was established on the present site of the City of Tampa when on March 5, 1823, four companies of United States troops from Pensacola, in command of Colonel George M. Brooke and Lieutenant Gadsden, landed from their vessels and moved to what later became known as the Garrison district. Immediately the men started clearing away the brush and cutting away the logs for the erection of Fort Brooke, which was to be a permanent post for the headquarters of enough soldiers to render the surrounding region safe from marauding Seminole Indians. Exchanging courtesies, Colonel Brooke named the landing place of the party "Gadsden Point," while Lieutenant Gadsden named the spot selected as a military station "Fort Brooke."

Colonel Brooke, acting under orders from the War Department, selected a site, sixteen miles square on the east side of the Hillsborough River at its junction with the east arm of the bay, as a military reservation. Up until 1830 no one could settle on the reservation except as a tenant. The Garrison was the name given to the section in the environs of the fort extending from the present location of Whiting street to the bay. For years few lived outside of the garrison, the exceptions being one or two families on the shores of the bay to the east and the members of a small colony who comprised the Spanish settlement on Spanishtown Creek, the bayshore section of what is now Hyde Park.

With unfriendly Indians all about, the interests of public safety demanded military protection, and this was best obtained at the Fort itself. Here also was the original burying ground of this section, the location of which was later changed to a spot just outside of the fortifications, near the place where the old Masonic Lodge building used to stand, the northeast corner of Whiting and Franklin streets.

With the establishing of this station and the advent of the soldiers sent to quell the Indian disturbances, came numbers of civilians, who, settling here in various capacities, constituted the nucleus of the first colony in Tampa or Fort Brooke as it was then called. Included among these pioneers were the Jackson, Ferris, Collier (or Collar), Haskins, Givens and other families. All of these names appear often and prominently in the records of the growth and development of Hillsborough County.

In 1900 there was living in Tampa a member of one of these families, Mrs. Nancy Jackson, the daughter of Levi Collar (or Collier), one of the earliest civilian settlers of Hillsborough County. An interview with Mrs. Jackson was published in 1900, from which the following information is derived. This is given at some length as, not only does it give valuable historical information, but it presents a vivid picture of the hardships and dangers of pioneer life one hundred years ago in Florida.

In 1814 Levi Collar married Nancy Dixon and settled near the Saint Mary's River. At that time border warfare among Indians, Spanish, English and Americans made this a most dangerous place in which to live. The Indians, incited by desire to secure pay then offered for American scalps, caused a veritable reign of terror. Many of the settlers fled southward and on this flight, near the Withlacoochee River, in a deserted house by the way, Nancy Collar was born in 1815. For some years, until 1822, the Collar family were located in Alachua County. Mr. Collar on his farm raised food for his family and cotton for their clothing. He ginned this himself, then mother and daughter spun and dyed it and had it woven into cloth for garments for the family.

Failing health caused Mr. Collar, in 1822, to seek a place for a home on Tampa Bay where he expected benefit from the salt water. He journeyed alone to the bay and picked out as a site for his home a beautiful little hummock close to the mouth of the Hillsborough River. He returned to his home, failing to file on the land, and when he came again next year with his family found the United States soldiers had selected this same tract of land as the site for their military post.

He made a temporary home near by and later a permanent location about six miles to the east on the shores of the bay. When the Collars came to Tampa there were only two other white families there besides the soldiers.

For a dozen years all went well with the settlers. Mr. Collar became a prosperous farmer with a ready market for his produce either at the fort or on the war vessels that often anchored in the bay.

In 1835 the Seminoles started on the warpath. The Collars and their neighbors, warned by a friendly Indian, hastily prepared to go to the fort and at the last moment were forced to flee in boats sent from the fort and to leave all their cherished possessions. Their buildings and all their crops were burned and they barely escaped with their lives. They were received and protected at the garrison. Mr. Collar became a guide and his family lived at the Fort.

This outbreak, known as the First Seminole War, lasted from 1835 to 1842 and was caused by the suspicions of the Indians in regard to the carrying out of treaties between the Seminoles and the United States as a result of which treaties the Seminoles had agreed to move West beyond the Mississippi River where land was offered them.

Many of the Indians were unwilling to leave the home of their ancestors from time immemorial and under the leadership of that picturesque and able Indian, Osceola, they began this seven years of bloody warfare against the whites. In the late months of 1835 General Thompson was murdered by the Seminoles at Fort King, the future site of Ocala. This seems to have been the beginning of hostilities.

Fort Brooke became during this war the chief depot of supplies for the United States troops. At times there were as many as 3,000 soldiers stationed here. Fort King, almost exactly one hundred miles to the north, was the station of next importance. Between these two forts was almost unbroken wilderness. A few settlers or small groups of settlers were making a good living from the productive soil. On the report of the outbreak of hostilities most of these settlers hastened with their families and movable possessions to the military posts for protection. A military road, known in Fort Brooke as the Fort King road, had been laid out through the wilderness. However, this was little more than a trail. In December, after the murder of General Thompson at Fort King, there came an order to the commander at Fort Brooke to send one company of soldiers to Fort King. There were then stationed there two companies under Majors Belden and Dade.

There are several conflicting accounts of the choice of Major Dade as the leader. The following seems most probably the true one: It was realized by all that the expedition would be a most hazardous one. Major Belden's wife was about to become a mother, and Major Dade, who was a man of splendid physique and great personal courage, gallantly declared that he would not consent to Major Belden's commanding the expedition. He insisted on setting out with his company on the perilous march.

And so, on December 23, 1835, a detachment of United States soldiers under command of Major Francis L. Dade, left Fort Brooke for Fort King, the future site of Ocala, one hundred miles from Tampa Bay. The force of one hundred

and seven men, with one six-pounder, set out through the wilderness fully aware of the fact that the Seminoles had declared that they would allow no armed force to pass through this country without attacking it.

The details of the massacre of this brave band of men, which was the first instance in the history of our country where a force of United States soldiers was annihilated by Indians, is perhaps best told in the language of a synopsis of the event contained in a document placed in the memorial erected in memory of the participants in 1845, at West Point Military Academy. The document reads as follows:

"This monument is erected by the officers and men of the Second and Third regiments of artillery and the Fourth regiment of infantry, and by the medical staff, in memory of their comrades who fell in battle with the Seminole Indians of Florida on December 28, 1835. The detachment left Fort Brooke, Tampa Bay, for Fort King, Fla., distant one hundred miles, on the 23rd of December. The force was small—107 men—and one six-pounder, the road abounding in thickets, hammocks and places of concealment, and the Indians, numbering above fourteen hundred warriors, war-like and well armed, had declared that they would allow no armed force to pass through their country without attempting to destroy it. Fully aware of the danger of the march and expecting a severe conflict, though with a hope that a portion of the command would get through, this little band departed in obedience to orders by those who knew not so well the strength and disposition of the enemy. The writer of this accompanied the detachment to their first encampment and received directions from two of the officers to settle up their affairs in case they did not survive. Thus forewarned and on their guard they advanced into the country.

"On the morning of the fifth day, December 28th, at about 8 o'clock, when the command had marched some four miles from its last encampment, seven miles north of the Withlacoochee, and was about sixty-five miles north by east of Fort Brooke, the Seminoles opened a murderous fire from the palmetto thickets and brushes. Major Dade, the commander, with the advanced guard two hundred yards in front of the main body, Captain Frasier and the leading files of the main body, all fell during the first fire. Part of the detachment then extended, the six-pounder field piece was brought into action and after a conflict of more than two hours, the Indians retired, leaving but thirty-odd of Dade's command still alive.

"The survivors, many of them wounded, felled some trees and were forming a small triangular breastwork when the Indians, who had been withdrawn by their chief, Jumper, and were told by him they had killed enough for one day, received a large accession to their force under Alligator, who assumed command, renewed the conflict (about 11 a. m.) and in a little while all our men were killed or disabled. Two private soldiers escaped during the first engagement and reached Tampa on the 29th and 30th (Thomas and Sprague, of B Co., Third artillery). Two others, Ransom Clark and Edward de Courcey, who were shockingly wounded and left on the ground as dead by the Indians, started to return the next morning. They were discovered and pursued by a mounted Indian and separating for safety, De Courcey was overtaken and killed and Clark escaped and on the afternoon of the 31st

reached Tampa Bay. Clark recovered and gave a very connected account of the conflict and its termination.

"The ground was not visited by anyone until the 20th of February following, when the bodies were found as they had fallen.

"This event, succeeding a peace of thirty years, created a strong excitement throughout the land and large bodies of volunteers marched into Florida to punish the Seminoles. Seven years of war, with a great expenditure of life and treasure, followed and as the Indians surrendered or were caught, they were removed to the Arkansas. Peace was made in 1842 and about one hundred warriors, with their families, yet remain in Florida south of Peas Creek (Peace river), Tatahk Chopko-hatchee, at this day, May, 1845."

Fred Cubberly, in the same senate document in which was printed the above copy of the record deposited in the memorial, states that the number of warriors was one hundred and eighty in number, stating, however, that they also had with them a "large number of negro slaves and retainers." Green's history quotes Alligator as stating that their warriors numbered one hundred and eighty and also gives the number of negroes accompanying them as fifty.

Within a few days of the date of the Dade Massacre several other more or less successful attacks were made by the Seminoles on bodies of soldiers or on unprotected settlements. The next seven years was a period of anxiety, distress and tragedy throughout the whole territory of Florida. It was no uncommon occurrence at Fort Brooke for refugees, destitute and often wounded and dying, to come there for protection. General Zachary Taylor, afterwards President of the United States, became commander of the fort in 1837. In October of the same year Osceola, the able leader of the Seminoles, was captured, and while the war continued several years longer, there was somewhat of a cessation of active hostilities for a year or two. During this time Nancy Collar, whose fortunes we have been following, now married to Robert Jackson, took up her abode with her husband and child in a house near the mouth of Spanishtown Creek on the west side of the Hillsborough River. This indicates that the establishing of homes outside the Garrison had already begun and that the foundations for the building of a city were being laid. Another indication of the spread of the settlement is the fact that a stockade of logs was built on the site of the present Tampa Bay Hotel as a means of protection against Indian attacks west of the river.

The First Seminole War continued until August 14, 1842, when it was declared at an end.

CHAPTER III.

Hillsborough County in the Early Forties.

After the close of the Seminole Indian War in 1842, Tampa began to emerge from seven years of retarded development to begin a new period of growth which lasted until the breaking out of the second Seminole Indian War in 1856. Immigrants began to come in and many new families were added to the settlement. Tampa was the natural center of distribution of supplies for the settlements in South Florida. Soon the village began to reap material and steadily growing benefits from trade with these settlements. New and enterprising settlers came to this outpost of civilization in the sunny Southland. Some came by long and tedious journeys overland, plodding slowly along beside their laden oxcarts which dragged heavily through the sand of the roads that were little more than trails. Others came by ship through the placid waters of the widely extending Tampa Bay to the crude little village at the mouth of the Hillsborough River.

It was during this period that there came the sturdy forbears of most of those families whose names are written large in the story of enterprise, courage and faithfulness which narrates the progress of the growth of that little village into the queenly city of the West Coast of Florida.

Among those names are those of Henderson, Kennedy, McKay, Mitchell, Robles, Turman and Spencer.

So far our story has been that of the region around the military post called Fort Brooke and the village of Tampa, springing up beside the Fort. However, just before the opening of the first Seminole War the territorial legislature of Florida created a county, embracing a large extent of territory around Tampa as a center.

Colonel G. B. Wells, now living in Plant City, has contributed the following statement about the creation of Hillsborough County. His complete statement follows:

"The following is a copy of the Territorial Legislature creating the county of Hillsborough:

"Hillsborough 19th County established.

"An Act to organize a County to be called Hillsborough, and for other purposes; approved 25th day of January, 1834.

"Section 1. Be it enacted by the governor and Legislative Council of the Territory of Florida, That the district of country bounded as follows, to-wit, on the north by Alachua County, a line running east and west from the Indian village of Toachatka, 40 miles from Tampa, east by Mosquito County, south by Monroe County, and west by the Gulf of Mexico, shall constitute a county to be called Hillsborough."

"Alachua County at this date came as far south as probably the present south boundary line of Hernando County. Mosquito County, later the name changed to Orange County, came as far west at that time as the present eastern boundary

line of Polk County, and Monroe County came as far north as the Caloosahatchee River."

"The territory embraced in the original Hillsborough County of Jan. 25, 1834, now constitutes, practically, the counties of Pasco, Polk, Manatee, Sarasota, De-Soto, Charlotte, Highlands, Hardee, Pinellas and Hillsborough. It is not known what business of a county nature may have been transacted in Hillsborough, from 1834 to 1845, the date of statehood, and while the territorial government was in existence, but it appears in the minutes of the board of County Commissioners of Hillsborough County, dated Jan. 5, 1846, which appears to have been the first session of such board under the state government, which was attended by William Hancock, M. C. Brown, Benjamin Moody, and Simon Turman, judge of probate, as members of the Board of County Commissioners, that the following proceeding, among others, was transacted:f'

"Manuel Alvilla, former Clerk of the County Court, was called on for all books and papers belonging to county. Whereupon Mr. Alvilla delivered to the board, one small book of records and sundry copies of new and many old Florida laws."

"As Mr. Alvilla delivered to the new board one small book of records it is clear that there was county business transacted in this county during territorial days, also during this time, the seven years war with the Seminoles, 1835-1842, was carried on and it may have been that some of the activities of this war which was fought on the government side by Union troops, took place on the soil of this county."

"The act quoted above does not seem to fix the place of the county-seat of the county, but inasmuch as there was a fort established at Tampa as early as 1823, and what business there was transacted in this great territory seemed to have been centered around Tampa, at this early day, it would seem that the county-seat of the county during territorial days was at Tampa."

The name Hillsborough was given this great county in honor of the Earl of Hillsborough, a titled Englishman to whom the British had given a large tract of land during the time when Florida owed allegiance to Great Britain.

For some years the history of Hillsborough County was in a very large measure the history of Tampa. Before the first Seminole war there had been a few venturesome pioneers who, with their families, were making homes in widely scattered locations on the rich lands of the new county. The rich soil returned abundant crops and the forests and lakes supplied unlimited quantities of game and fish.

During the seven years of war these families had been forced to seek safety under the protection of the fort. Now, with the coming of peace, and the influx of more immigrants, again there were scattered all over the county the homes of prosperous farmers.

This great county, in area larger than some of the smaller states of the United States, was so sparsely settled that there was little county organization and little county business for the county officers. The small village of Tampa was the county-seat and in the meagre records of those early days the references to other parts of the county are few and vague.

Tampa of early days is often referred to as a "fishing village." This is clearly incorrect. The village was first a military and commercial center for an extensive region on the Gulf Coast. Fishing was never an important industry until comparatively recently when an important fishing business was established by John Savarese and the McIlvaine Brothers.

In 1843 William G. Ferris established a general merchandising business in Fort Brooke. This seems to have been the first of several mercantile firms that sprang into existence during the days of peace and growing prosperity. Washington street was the business center of the village and became the Mecca for settlers for many miles around. Indeed, so brisk was trade at times that busy, sandy Washington street was often crowded with ox teams all the way from Morgan street to the river front.

There was not much real cash among these early farmers, but their ox cart loads of produce were brought to the business center of the region and there bartered for merchandise brought by sailing vessels from New Orleans, Key West, New York, Mobile and other Gulf and Ocean ports.

From a farm where Plant City was later located a trip by ox cart to Tampa to carry produce and return with supplies secured at the stores usually took three days. From more remote parts of the county similar trips consumed from one to two weeks.

When the county was first established the Board of County Commissioners was also the County Court, and its chairman was *ex officio* Judge of Probate, Coroner and later also *ex officio* County School Superintendent.

The minutes in the two record books, covering the period from 1846 to 1871, give a very clear indication of pioneer conditions still prevailing in the County. Florida became a State on March 3, 1845. This indicated that real progress in the development of the region was taking place. The great area included in Hillsborough County was far removed from the more settled Northern and Western part of the State and was still for the most part virgin territory.

CHAPTER IV.

Activities of 1846-1848.

On January 5, 1846, was held at Tampa the first meeting of the County Commissioners or the "Commissioners' Court" after Florida became a State. The Board consisted of William Hancock, M. C. Brown, Benjamin Moody, Simon Turman, all of whom were present at this first meeting, and James A. Goff, who was not present.

At this meeting a small record book of former proceedings of county officials was turned over to the Board by Manuel Alvilla, former Clerk of the County Court. This book seems to be no longer in existence. It would certainly furnish some interesting reading if it could be found.

Simon Turman was Judge of Probate and President of the Board. Judge Turman had first located in the Manatee country and soon after moved to Fort Brooke. He built a home at the corner of Lafayette and Ashley streets, on the present site of the Warner block.

At this first meeting the pay of the members of the Board was fixed at two dollars per day while in session. The county tax for the year 1846 was fixed at fifty per cent of the amount assessed for the State. S. L. Sparkman was the tax assessor and John Parker the tax collector.

At the next meeting of the Board, April 7, 1846, E. T. Mobley was granted permission to build a toll bridge over the Hillsborough River at or near Fort Foster. Thomas P. Kennedy, Treasurer of the County, reported the balance in the treasury to be $267.63.

William Hancock, James A. Goff, M. C. Brown, John M. Palmer and Simon Turman were appointed as commissioners, "To superintend the building of a Court House and other public buildings in the Village of Tampa in accordance with an act of the last Territorial Councill." The commissioners were instructed "To select the Spot of ground for the Said public buildings make a plan for Same and cause the buildings Commenced and finished as Soon as practicable taking into consideration the funds on hand and the future Prospects of the Co."

At a later meeting of the Board of County Commissioners William Ashley was appointed in place of John M. Palmer, who refused to serve.

This passage from the record book has been quoted at length to illustrate the care and accuracy with which the minutes were kept; also to show the use of capital letters and the omission of all punctuation. These records are for many years nearly all in the handwriting of Judge Simon Turman, who was evidently a man of superior ability and education. The name of the County is almost always spelt Hilsborough.

As the records proceed there is a noticeable evolution in the spelling of many of the names of places in the county. Perhaps as interesting as any is the gradual change of the name of a settlement in the southeastern part of the present Hillsborough county. It first appears about 1850 by the name Soak Rum, then Soccrum

39
Commissioners Court Decem 24th 1846
Hillsborough County State of Florida
Ordered by the board that Simon Turman formerly to be instructed to receive of John Jackson Surveyor the Plat of Tampa done as his surveyor completed and have the same recorded immediately
Attest Simon Thurman Clk of the Board of County Commissioners
Recorded 9th January 1847 [illegible]
40
Plan of the Village of Tampa
Surveyed by John Jackson Jr.
January 4th 1847
Madison Street
Lafayette Street
Jackson Street
Washington Street
Whiting Street
Hillsboro Street
Florida Street
Water Street
Franklin
Monroe
Marion
Morgan
Fort Brook and Tampa

Reproduction of Pages 39 and 40 of Hillsborough County Plat Book.
Plan of Tampa, Surveyed January, 1847. Recorded January 9, 1847.

and now Socrum. Also frequently sums of money were expressed thus: 4$ instead of $4.

From this excerpt from the records of 1846 it will be seen that the leading men of those days were, as they have been ever since, enterprising, forward-looking citizens, that they believed in the immediate growth of their region, and that they were ready to plan and work for that growth.

At the meeting on May 23, 1846, Thomas Piper was granted "The priviledge of establishing a ferry across Hilsborough River at Tampa." This grant was to last for four years and he was to pay five dollars per year for the last three years. The ferry fees were fixed at five cents per man and proportionately higher for vehicles.

At the same meeting, on request of certain citizens of the county, a road was ordered to extend from "Turman's Landing on the Big Manatee River on the nearest and best ground to Bells ford on the Alifaya River thence on nearest and best ground to Tampa." In the notes of this same meeting reference is made to a place called Hitchpucasassa, afterwards known as Plant City.

This note is of great interest to us, as it indicates places in the region where there were settlers, tells us the names already given to places, and proves that there was enough travel to and from the county-seat to warrant the establishing of roads. On the pages of the county records are frequent reports of roads ordered in various parts of the county. The county was divided even in 1846 into Road Districts and Road Supervisors were appointed, whose duty it was to keep the roads in passable condition. In the pages that follow frequent reference will be made to these roads. For then, as is the case now, the building of roads was both an evidence of progress and a help toward further progress. At the best the early roads were but sand trails, with some attempts to keep them free from vegetation, to build bridges, to provide fords and to assist to some extent the natural drainage. Often, however, the establishing of a road consisted merely of blazing trees to indicate the shortest and best route between two settlements.

On October 19, 1846, at a regular meeting, the Board of County Commissioners, "Ordered the Commissioners of Public Buildings to continue the contract with Michael Ledwith for building the Court House provided he enter into bonds to have house completed by the first Monday in April next."

The Commissioners of Public Buildings had evidently reported that they had made satisfactory arrangements with said Michael Ledwith to build the Court House and this minute is the record of the official sanction of the County Board.

At this same meeting the County Board ordered the President of the Board to get bids from "2 or more competent Surveyors for laying off 40 acres into suitable sized lots and streets for a Town or Village at this place."

The Federal Government had donated these 40 acres just north of the garrison line to Hillsborough County for a county-seat.

At the meeting on October 27, 1846, the tax collector reported that the amount of county taxes collected for the year 1846 was $148.69.

The Board at the meeting of October 27 received bids from several surveyors for the survey of the forty acres granted for a town and gave the contract to John Jackson, former assistant City engineer of New Orleans.

On December 30, 1846, the Board of County Cammissioners ordered the survey of John Jackson received and the plan to be recorded immediately. The section surveyed was called the Village of Tampa. One hundred dollars was paid for this survey.

In this first survey only the outlines of the town were laid out and a portion of the blocks subdivided. Mr. Jackson built a house on lower Tampa street in block 19, in 1847, and settled down here.

At this time the government post was commanded by Colonel Whiting, who aided in the initial survey work, and the first street laid out was named in his honor. Jackson named most of the other streets after presidents, also one for Franklin, one for Lafayette and one for William Ashley who settled in Tampa in 1830, and whose residence was located on the west half of the block on the southwest corner of Lafayette and Tampa streets, now largely occupied by the store of Knight & Wall Company. The blocks were laid out in one-acre squares. Those between Franklin street and the river front were each divided into six lots 70 feet by 105. The blocks east of Franklin street were divided into four lots, each 105 feet square. The streets were given a width of eighty feet.

On January 11, 1847, at a meeting called for the purpose of receiving proposals for the building of a court house, "The proposal of James McKay to build and finish a two-story house twenty by forty-five feet in the clear according to specifications named in his proposals for the Sum of 1358$ was accepted by the board."

At the meeting of the previous October the Commissioners of Public Buildings had been ordered to have the court house built by Michael Ledwith if he could meet conditions demanded. The contract had evidently not been carried out. And so we find this contract entered into with James McKay, who completed the building satisfactorily.

This, the first court house of Hillsborough County, was erected in 1847 on the block bounded by Lafayette, Franklin, Madison and Florida. The entrance was on the south side and there was one large room for a court room and two small rooms on the west side for offices and jury rooms. This building was soon outgrown and no longer adequate for the increasing business of the county. When a new building was ordered this building was sold to John H. Redbrook who moved it to Franklin street. Later it was moved to the corner of Zack street and Florida avenue and used as a store house for the Peninsular Telephone Company. The material for this building was brought to Tampa from Mobile by Captain McKay who had come to Tampa in 1845. Captain James McKay had come to America from Scotland, first visiting the East Coast of Florida, then making his way to St. Louis, where he married and lived for some years. He later ran a boat between Mobile and Tampa, finally settling in Tampa and immediately becoming one of the leading spirits in the development of the village and county.

At the meeting of the Board on January 11, 1847, the meeting at which the court house was ordered built, it was also ordered that a sale of lots in Tampa should be made on the first Monday in April next and that public notice be given in the Jacksonville News and the Southern Journal, published in Tallahassee.

The court house was accepted from James McKay on January 3, 1848, and his bill paid, including ten dollars allowed for additional work.

At the auction sale of lots ordered for April, 1847, the prices paid were evidently small as while no record seems to have been kept of the sale, reference is made to such prices as $25, $36, $45 and $83.

The growth of the county is shown by the fact that the total taxes had increased from $148.69 in 1846 to $368.97 in 1847.

At several of the meetings there had been directions given for establishing roads. These had always been to connect communities to the east, southeast and northeast with Tampa. In 1847 a road was ordered from the west end of the ferry at Tampa to run in a generally westerly and northwesterly direction to the "Benton" County line.

The laying out of so many roads certainly indicated a considerable growth and development of this county, then so great in area. A ferry was allowed across the Hillsborough River on the Fort King Road. Another indication of commercial growth was the act of the County Commissioners in appointing L. G. Cavacivich and Samuel Bishop as pilots for the bay and fixing prices for pilot service. The pilots were allowed to charge as follows: For vessels under eight feet draught at the rate of $2.50 per foot of draught for every night on board; for a draught of eight to ten feet, $3.00; over ten feet, $3.50; and for all United States vessels a flat rate of $3.00 per foot of draught.

Public improvements receiving much notice in the records of the County Commissioners' meetings were a jail built by Simon Sikes at a cost of $345, and a fence around the court house which was completed October 19, 1848.

The year 1848 is memorable in Tampa's history as "the year of the big storm." The havoc wrought by this disastrous gale marks it as perhaps the worst of its kind that has ever visited this section.

At this time the population of the reservation was made up of soldiers, citizens, slaves and Indians, the latter coming and going in accordance with the leisurely habits of the red man. The community was small, everybody was mutually acquainted and both soldiers and civilians joined in such social intercourse as was to be found in the remotely situated outposts of those early days. Religious services were held every Sabbath in the little frame "church-by-the-sea," of which the pastor at that time was Rev. Axtell, of the Presbyterian persuasion.

The buildings of the village were nearly all within the limits of what was known as the reservation, the northern boundary of which coincided with Whiting street. The business part of Ft. Brooke was near the river, extending in an irregular manner from the Palmer House, at Whiting and Water streets, to a point near where the phosphate works used to be. W. G. Ferris, the army sutler, had a large store fronting both east and west, along the wharf, about 300 feet south of the Palmer House, and the same distance north of the commissary, which was situated at the north end of the wharf. In 1856 Ferris' store was moved to the corner of Florida avenue and Washington street, where the building was for many years after the Civil War an object of much interest because of a hole which had been torn in its side by a large shell from the Federal gunboats. The residence was converted by the government into a hospital for troops and was

used for that purpose for many years. Included among the other buildings of that time was J. B. Allen's boarding house, about a hundred yards east of the commissary, and the Kennedy store, which stood on the lot next to the Palmer House. A few hundred feet north of Kennedy's was the place of L. G. Cavacivich. Still further north, along the river, was a large blockhouse, built for a refuge in case of attack by the Indians. Judge Simon Turman had just completed a double log house on the ground where the customs house was afterwards erected, hard by the present site of the Lafayette street bridge. The blockhouse, Judge Steele's residence and William Ashley's house were situated near the foot of Lafayette street, or between there and Jackson street.

Further eastward from the river stood the original court house, on the site of the present court house. This building was a wooden affair having two rooms only, and it served as a school house also. The "scrub", or undeveloped territory extended everywhere north of a line between Colonel Turman's place and the court house (Lafayette street), and east of what is now known as Morgan street. The streets, as yet, were merely trails winding through the scrub palmetto. Another building of those days was the residence of A. B. Henderson, father of W. B. Henderson, which stood at the corner of Whiting street and Florida avenue, on the lot where Col. T. C. Taliaferro built a home in after years. A Mrs. Stringer lived on a part of the present city hall block, it being from her heirs that the land for the site of the southern portion of the present city hall was bought in 1914. On the northwest corner of Washington and Franklin streets, where the Friebele store was built in later years, the Indians had a camp which they occupied at intervals when they were on a peace footing with the villagers, and came to Ft. Brooke to trade or hold a general pow-wow. The army post barracks and headquarters were substantial log houses, located in the section now bounded on the east by Franklin street and on the south by Platt.

The turbulent weather preceding the great storm of 1848 commenced on Saturday, September 23. During Sunday the wind came in gusts from the east, accompanied by occasional showers. A number of men went down the bay on Sunday to assist in bringing in W. G. Ferris' schooner, the John T. Sprague, due from New Orleans with a cargo of supplies. Great difficulty was experienced in towing the vessel against the strong wind, and it was necessary to "kedge" more than once before reaching the landing. It was well for the troops and villagers that this cargo was saved, for it was some time afterward before more supplies came in. The schooner also brought specie and currency to be paid to the soldiers, Mr. Ferris being "acting" paymaster at the time.

On the morning of the 25th, the wind shifted to the south and finally to the southwest. Then the trouble commenced. A high tide came in, and the velocity of the wind increased, driving the water deep into the garrison. Ferris carried his family to the Palmer House, then waded in water up to his armpits back to the store, where he succeeded in getting out the currency and account books. Then, upon looking southward, he saw the commissary building rolling and tumbling straight toward his warehouse. A moment later there was a crash as the ware-

house was struck and away went the whole structure, reduced to a mass of wreckage that included $15,000 worth of goods and a large amount of specie.

The Palmer House now seemed doomed. Tables began to float around in the dining room of the old hostelry. Josiah Ferris, son of the sutler, distinguished himself by swimming out through the north door with a young girl in his arms. The refugees retreated to the Kennedy store, thence to still higher ground at the corner of Franklin and Washington. But the Palmer House withstood the storm. The scene in the garrison was now appalling, though sublime in its grandeur, as the great waves came charging in, and the bay as far as the eye could reach was lashed to a fury. The islands in the bay were out of sight under the water, and the tidal wave rushed across the peninsula west of the river into Old Tampa Bay. The tremendous pressure of wind and water raised the river until only the tree-tops were visible, far north of the village. The Sprague, with the government specie still on board, had been anchored up at the "ship yard," and during the worst part of the gale the hull of an old abandoned boat floated against her and broke her cables, allowing her to drift out into the pine woods east of the river and somewhere west of what is now Franklin street, with captain and crew still on board.

During Monday afternoon the wind died away and the waters receded somewhat, giving the villagers an opportunity of viewing the damage. In the garrison they found that the little church on the beach, the soldiers' quarters near by, C. B. Allen's boarding house, the Indian agent's office and the Ferris property had been wrecked, and all other buildings in that locality more or less damaged. North of Whiting street, the block house and the Turman and Ashley residences had been swept away. The roof of W. S. Spencer's house was blown off. The residence of Capt. James McKay, Sr., was spared.

On Tuesday morning the men from the Sprague came down out of the woods and brought some coffee, hard bread and other needed supplies. Learning that the food on the vessel was intact, the commander at the fort sent a detail of soldiers to bring the supplies to the village and these were divided between the storekeeper and the troops. Later, the government paid for these confiscated goods. Ferris' stock was scattered all the way from Sulphur Springs to Gadsden Point. Several days later the strong box was recovered by the sutler, the specie intact.

Whiskey flowed freely on the evening following the gale, several barrels of the potent stuff having been salvaged from the bay and river. Most of the liquor as well as a number of cases of wine, was turned over to the post commander, however. A number of cedar logs which Ferris had kept in a "bight" on the Alafia river were scattered along the shore from a point up the river around to the north shore of Old Tampa Bay. It is said that the waters of the bay were phosphorescent during several nights preceding the gale, and on Sunday night the light from this source was "almost bright enough to read by."

The village school, taught by a Mr. Wilson, had been dismissed on the forenoon of the day of the gale, and Mr. Henderson, who was one of the pupils, said that the velocity of the wind was so great that people were forced to hug the

ground in order to get anywhere. During the storm the lighthouse at Egmont was so badly damaged that a new one was built. No lives were lost as a result of the gale, but there were many narrow escapes from death. As to the cause of the inundation, various theories were advanced. Many were of the opinion that the east wind had blown great volumes of water into the gulf, and that the south wind coming on with the tide, drove the waters of the over-taxed gulf into the bays along our coast. Of such was the memorable storm of '48.

Upper—Second Court House Erected in 1853.
Lower—Present Court House on Same Site as It Appears in 1928.

CHAPTER V.

Beginnings of the City of Tampa.

At first the settlement at the mouth of the Hillsborough River had centered in the military post and the principal part of the business of the village was such as would naturally be attendant upon the furnishing of supplies for the members of the military companies stationed there. However, with the coming of peace in 1842 and the influx of immigrants to settle in this productive region, there grew up a settlement outside of the fort and the village of Tampa rapidly became the commercial center of the region, supported largely, it is true, by the needs of the soldiers, but not entirely dependent on them.

Tampa, therefore began to show signs of a substantial growth. The first great event to mark this growth was the survey of the land dedicated to a town, the sale of lots and the beginning of a spirit of pride in the village. The next important step was a movement to incorporate the city.

On February 12, 1849, the following report was presented in writing to the County Commissioners:

"Tampa Hillsborough Cty.

January 18, 1849

"A meeting held in the Court House in Tampa on the 18th instant by the Citizens of the same to take vote to know whether they would have the Village of Tampa Incorporated or not A committee had been appointed to ascertain the no inhabitants reported the no 185 the meeting proceeded to Appoint a president and secretary and they were qualified by Judge Turman as the law directs and then proceeded to the election & it terminated as follows Yeas 14 Nays 00 being Unanimous in the affirmative they then proceeded to advertise an election in terms of the law to be held on the 25th instant to elect five Trustees, 25th instant the citizens met the President & Secretary held the election & it Terminated in the electing of M. G. Sikes T. P. Kennedy J. Carter C. A. Ramsey & Wm Ross the meeting then Adjourned.

Recorded the 12th February 1849.

M. G. Sikes President
Jas Gettis Secretary"

While there is no definite record of any further ratification of this act of incorporation, it seems to have been accepted as a sort of working basis and for several years an organization called the Corporation of the Town of Tampa remained in existence. There is no evidence that this corporation did anything or had any important influence on conditions in Tampa.

On October 10, 1852, the Corporation of the Town of Tampa was dissolved by act of the County Commissioners and its assets ordered turned into cash with which to pay its debts.

The assets were listed thus:

3 Record Books (small)	1 inkstand
1 market house	1 sand box
½ doz chairs	1 table (small)

In later minutes are reports of the sale or rent of these assets for small sums.

It is probable that this corporation was allowed to be dissolved not because of lack of interest in the project, but because of some defect in the plan or dissatisfaction with the way it was carried out. For on September 10, 1853, less than a year later, a meeting was called of the residents for the purpose of voting on a plan to incorporate the town of Tampa. The vote resulted in 23 votes for and 2 against incorporation. John Darling was elected President and Henry Evans, Clerk. This incorporation was finally made effective by an act of the State Legislature December 15, 1855, which date is really the birthday of the City of Tampa.

The name of this city thus born in 1855 was derived from an Indian word. There is some doubt as to the exact word from which "Tampa" was derived. The following seems the nearest explanation possible:

Two entirely different theories as to the origin of the name "Tampa" have been found by the research bureau of the Library of Congress: (a) that the name comes from the Indian word "itimpi," meaning "close to it"; (b) that the name comes from the Indian expression "tampa", meaning "split wood for fires."

The report of H. H. B. Meyer, chief bibliographer of the Library of Congress, includes the following references to the meaning of "Tampa", and to the incidents surrounding the giving of the name:

"Tampa; from 'timpi'; *i. e.*, 'close to it', 'near it'; the name of a bay on the west coast of the peninsula of Florida." Page 46, "Indian Local Names, With Interpretations," by Stephen C. Boyd.

"Tampa; city in Hillsborough County and bay on west coast of Florida from Indian word 'timpi', meaning 'close to it', or 'near it'." Page 296, "Origin of Names of Certain Places in the United States", by Henry Gennett.

"Tampa, the little town founded by De Reinso, De Soto's lieutenant, was at first a Seminole Indian camp. Tampa is the Indian word to express "Split wood for quick fires." Harrison Rhodes and Mary Wolfe Dumont in "A Guide to Florida," page 296. Persons acquainted with the language of the Seminoles say there is still an expression, "tampa", with this same meaning; therefore the definition "Split wood for quick fires" would seem to be acceptable as a meaning. It is not unlikely that the Indians had a camping place here, and that on the beach at the site of the old garrison, or perhaps across the mouth of the river on the site of Spanishtown, they were reasonably sure of finding plenty of drift wood for their fires.

The decade from 1850 to 1860 was one of decided growth and expansion, although this growth was considerably retarded during the years 1856 to 1859 by the hostility of the Indians during what is commonly known as the second Seminole war.

John Jackson had surveyed the first forty acres of the Village of Tampa in 1846. In the year 1850 another survey covering greater territory was made by Mr. Jackson. The limits of the village were extended to the north so that Franklin street, instead of terminating in the vicinity of Madison street, was made to extend as far north as the present site of Harrison street.

The map of Tampa was added to by later surveys in 1852 and 1853. New people were coming into the county and settling there, thus bringing more business and more people to the county-seat. Lots in Tampa were sold as low as $25 for corner lots and $20 for interior lots.

A road was established from the ferry at Tampa to the common landing at Clear Water Harbor. Over this road much merchandise was hauled to and from schooners which anchored in Clear Water Bay.

The growth during this period may be indicated by a comparison of the taxes assessed in 1849 for Hillsborough County, with the amount assessed in 1855. In 1849 the taxes amounted to $633.76, while in 1855 the amount had increased to $1357, an increase of a little more than one hundred per cent.

In the records of this decade the first mention is made of public funds appropriated toward the support of public schools. Before this what schools there had been were supported by tuition or voluntary subscription. In 1848 mention is made of a village school conducted in the court house by W. P. Wilson. In 1853 at a meeting of the Board of County Commissioners of that year the record shows that the sum of $107.04 was received from the state school fund. To this was added by the Board of County Commissioners the sum of $200. The number of children of school age reported to be living in the county was 560. This would indicate a population for the county of 2500 to 3000. This population was scattered over the great expanse of Hillsborough County, which then included practically what now composes the counties of Pasco, Polk, Manatee, Sarasota, De Soto, Charlotte, Highlands, Hardee, Pinellas and Hillsborough.

In 1854 the following places were named as locations for schools: No. 1, Old Tampa; No. 2, Edwards' school house; No. 3, Spanish Town; No. 4, Tampa, 3 houses; No. 5, Sparkman (near Sydney, the original location of the Sparkman family settlement); No. 6, Itchepuckesassa (Plant City); No. 7, Soak Rum (Socrum); No. 8, Peas Creek (near Fort Meade); No. 9, Alafia; No. 10, Manatee.

The locations of these schools offer a fair indication of where the people of the county then lived.

In 1850 the cemetery now known as Oaklawn was provided for by the city council. This cemetery was located some distance to the northeast of the village. It is now in the very center of the modern city of Tampa. Although the court house had been built only a few years, yet it had already become too small for the business of the county. The grounds had been improved, as indicated by instructions to the sheriff to have the court house block grubbed and cleared, a well to be dug for the use of the public, the well to be walled and covered and supplied with a good iron-bound bucket, windlass and rope. The sheriff was also ordered to plant China trees in regular rows about the court house grounds.

In 1850 James McKay was appointed treasurer of the county and remained in this office for several years. In this same year, by order of the County Commissioners, the road supervisors were excused for any neglect in caring for the county roads because of an Indian outbreak. This was evidently a local outbreak and short-lived, as the serious Indian troubles did not begin until 1856.

Reference was repeatedly made at the meetings of the County Commissioners to the need of a larger court house, and finally in May, 1853, plans, prepared by the Reverend J. A. Breaker, were accepted, provided the building could be completed for $5,000 or less.

The matter of the new court house dragged on for some time, but the building was finally completed by the Reverend Mr. Breaker and the last payment made on June 5, 1855. This, the second court house of Hillsborough County, was a two-story building with offices below and court and jury rooms on the second floor. The position of this building was north and south, with four large columns at each end, and the entrances were at the Madison and Lafayette street sides. The entire block was enclosed by a picket fence with steps over the fence. When, in later years, a brick building replaced this wooden structure, the old house was moved up Florida avenue and used for a rooming house. The material for this building was furnished by James McKay, who had built the first court house.

This decade from 1850 to 1860 was certainly a time of development in all lines that indicate a period of prosperity and enterprise. Life during this decade was what might be expected in a pioneer town on a frontier still far distant from the centers of population. Mail came from Gainesville by horse and buggy once a week. Dry goods were brought in by schooner from New York about once a year. Groceries came for the most part by schooner from New Orleans as often as a cargo could be made up for this port. An idea of the wholesale prices quoted Tampa storekeepers may be gained from the following, as listed by a New Orleans firm in 1859:

"Eggs, per barrel, $6 to $10.
Flour, per barrel, $4.25 to $4.75.
Lard oil, 87½ cents per gallon.
Bacon and Hams, 8 to 12 cents per pound.
Cognac brandy, $3 to $10 per gallon,
Holland gin, 75 cents per gallon.
Whiskey, 28 cents per gallon."

After the court house the first public building was the Masonic Lodge building, erected in 1852 for Hillsborough Lodge No. 25 on the corner of Whiting and Franklin streets. The first church building, the First Methodist Episcopal church, was built in the same year at Lafayette and Morgan streets by John T. Lesley and Captain L. G. Lesley, two of its trustees. The First Baptist church building was erected in 1852 or 1853 on the southeast corner of Twiggs and Tampa streets, where it remained until the brick structure was built at Plant avenue and Lafayette street, opposite the site of the present church building.

The Masonic building was also used as the meeting place of the Odd Fellows lodge. A dancing school is mentioned, and a debating society was very active and popular. At the meetings of this debating society questions of nation-wide import were discussed and settled to the satisfaction of the citizens.

Among the leading citizens whose names were frequently prominent in public affairs, in addition to the members of those families already referred to in these pages, were H. L. Crane, Madison Post, Mrs. W. T. Haskins, Dr. T. B. Cowart, and Dr. Branch.

There was one hotel in Tampa, the Palmer House, situated on Water street near the present site of the Tampa Shipbuilding and Engineering Company's plant. There was a meat market and three or four stores. There were five Spanish families living in Spanish Town, who supplied the city and soldiers with fish. Mullet sold for two cents apiece.

The woods extended to where the present court house now stands. That the military reservation in the environs of the city was largely covered with forests is shown by the published advertisement of J. McKinstry, Battalion Major, artillery quartermaster department at Fort Brooke, in which all persons were warned not to trespass on the reservation by cutting timber, wood, or saw logs under penalty of instant prosecution. Messrs. James Stephens and Sterling McCarty had been issued permits, however, to cut steamboat wood for the use of the government and their permits covered the entire reservation. The progressiveness of the citizens is indicated by the new enterprises that were started during this decade.

In 1853 The Tampa Herald, the town's first newspaper, was started. Also in 1853 the horse and buggy on the mail route from Gainesville was superseded by a stage coach, and mail now came twice a week.

Another weekly newspaper, The Florida Peninsular, whose motto was "Virtue, Economy and Intelligence are the true elements of National greatness," began to be published every Saturday in 1856 by Simon Turman, Jr. His plant was in the second floor of the addition to the Masonic lodge building at the corner of Franklin and Whiting streets. The subscription terms to the Peninsular were two dollars per annum, "invariably in advance." The advertising rates were one dollar per square of ten lines or under, for the first insertion, and seventy-five cents for each subsequent insertion, with a liberal discount made to yearly advertisers.

No better picture of the living conditions of the citizens of the Hillsborough county-seat can be given than is shown in the following article published recently in the Tampa Daily Times:

Tampa Merchants of Fifties Liberal With Printer's Ink—Country Produce Was Used as Exchange in Early Days.

John Jackson, a wholesale and retail dealer in dry goods, hardware, cutlery, etc., whose store was located on the corner of Washington and Tampa streets, where Knight & Wall's new warehouse now stands, informs his old friends and customers that he has just received his winter stock, and is prepared to sell everything in his line, at low rates FOR CASH. His advertisement is dated December 8, 1855, to run for 38 weeks, which fact explains why he advertises winter goods in the early

summer. This was the same John Jackson who had previously been engaged in surveying much of this section, and who laid out the first street lines in Tampa.

"Hurry Up the Cakes! Florida Bakery." Thus runs the lead to the advertisement of John F. Fletcher, who conducted a bakery at the corner of Lafayette and Pierce, one block east of the old First Methodist church, which stood on the northeast corner of Lafayette and Morgan streets. Mr. Fletcher had come here as a baker with the army forces stationed in the garrison during the Indian troubles, and as an old man he kept this bakery shop. Fletcher's place was a favorite gathering place for kids of the village, for the genial proprietor had a weakness for doling out cookies and other pastry tidbits gratis to the young folks. Ex-Mayor D. B. McKay remembers Fletcher's place well, having been a frequent visitor to it when a small boy. The Wackerman real estate office building stands there now.

M. C. Brown informs the public that he has associated with him his brother, J. W. Brown; that they will conduct a dry goods business in the store recently occupied by James McKay. This place was at the southeast corner of Washington and Franklin, where the Hotel Olive now stands, and was across the street from the old McKay homestead, situated on the present site of the Tampa Book and Stationery company's store. In addition to the stock of dry goods put in by the Brown brothers, which included "Ladies' fine embroidered collars, stomachers, undersleeves, etc.," they kept groceries, hardware, cutlery, family medicines, saddles, and harness, tobacco, stationery, paints, farming utensils, jewelry, and in fact every article which one might expect to find in a general store. The advertisement is dated November, 1854, and being a year and a half old, it looks a little out of place on the same page with an administrator's notice to "all persons having demands against the estate of M. C. Brown, deceased," and signed by J. W. Brown, administrator.

"COME ON!" invites E. A. Clarke in heavy type. Mr. Clarke asks the public to visit his general store at the corner of Marion and Washington, where he has for sale in addition to the general line of goods, a stock of candies, jellies, pickles, etc., etc.," as well as accordians and violins. "All for sale at the 'Blue Store' low for CASH or country produce only, as 'Credit is dead and bad debts killed him.'" Thus it may be that Mr. Clarke, doing business way back yonder in the days of sand streets and ox carts, was the original "cash and carry" merchant of the Tampa territory. Who knows?

W. G. Ferris & Son operated a general store on Whiting street, between Tampa and Franklin, about where the foundry is now located. The elder Ferris had come to Tampa as sutler for the army post in the garrison, and eight years previous to the date of this advertisement had suffered heavy financial loss by reason of his store being washed away by the great storm of 1848, during which blow much of the waterfront section of Tampa was devastated. Mr. Ferris kept clothes for both men and women; he specialized in goods needed on plantations, did a ship chandlery business and kept, for "medicinal purposes only," a stock of "brandy vintage 1805 and 1846, Scheidam Schnapps, Green Head whiskey, Porter, ale, Scotch whiskey, Brown stout, Madeira, sherry, port and champagne." One can pity or envy the sick and afflicted of those days, according as he looks upon

such matters in the light of present day reforms. At the Ferris store the following brands of cigars might be had in any quantity: Know Nothing, Anti-Knownothing, Wide Awake, Opera, etc.

J. S. Redbrook kept a general store on Lafayette street, near the present site of the Telegraph office. He had just received (the previous fall) a handsome and well-selected stock of goods on the schooner Harrison Jones, which he would sell for cash or country produce. He described his place of business as being at "the head of Lafayette street, opposite W. W. Johnson's new store." It will be recalled that the "city" map prepared by John Jackson a few years previous to this time showed Morgan street to be the eastern boundary of the town. It was many years before Lafayette street was extended beyond East street. Mr. Redbrook, by way of concluding his advertisement, declares, "I will not be undersold by anybody south of the Mason & Dixon line."

"CLOTHING EMPORIUM," as a head to Michael Wall's business announcement, was in a way rather misleading, as Mr. Wall kept in stock practically every article that his competitors could boast of keeping. Wolf's Schnapps and Monongahela whiskey were included in his wet goods. At the store of C. L. Friebele, corner of Washington and Franklin (an auto parking grounds now), the usual general stock was augmented by a supply of cotton gin bearings, bedsteads, cane rockers, bureaus, as well as a "fashionably selected stock of millinery goods," which might be had in exchange for either cash or such produce as cotton, hides, tobacco, moss, potatoes, etc. From this ad it may be deduced that the Tampa back country grew considerable cotton in those days.

A. Bell, who kept a provision store adjoining Bell's new sawmill, gave notice that he was prepared to "exchange meal and hominy for corn (bushel for bushel) every Saturday." A clever bid for the country trade, probably. Henry Avis informed the public that he would do ship carpentering and boat-building, also house carpentering. He could be found at the old ship yard and cash would "be expected at the receipt of the work." They seem to have experienced some trouble with deadbeats in the days of '56, judging from the emphasis placed on that word "cash" by many business men of Tampa village. Finally, S. B. Todd, who followed his name with an M. D., and who conducted the Tampa Book and Drug store, announced that he had a complete line of school books, including Smith's, Olney's, Mitchel's, McNally's and Monteeth's geographies. He kept also such books as Pilgrim's Progress, Clark's Commentary, Life and Beauties of Fanny Fern, and Jay's Morning and Evening Exercises. Doubtless Dr. Todd's emporium was a very interesting place in which to spend a leisure half hour or so on a rainy day.

Kennedy & Darling ran a forwarding and commission house at the corner of Tampa and Whiting streets, opposite the U. S. garrison. There being at that time no railroad tracks on Whiting street—nor on any other street, for that matter—the oxen and horse-drawn vehicles had things pretty much their own way on the then sandy lane. Kennedy & Darling advertised that they would receive provisions from New Orleans by each steamer. They were prepared to "purchase, advance upon, or ship, cotton, hides, deer-skins, etc., upon liberal terms."

CHAPTER VI.

1855-1861.

DURING these years of growth and progress, marked by the increasing number of settlements and farmers' homes, there grew up a demand for a better county organization which could apply to all parts of this extensive county. It began to be evident to all that the area of the county was too great and the centers of population too widely scattered for their affairs to be effectively administered at one county seat. Therefore there began a series of movements which resulted in the dividing of Hillsborough county into smaller counties. In 1855 the Manatee section was separated from the mother county and itself organized into a county, named Manatee county. In 1861 the east part of Hillsborough county was organized into Polk county, and this subdividing and creating of smaller counties continued until in 1911 the last division was made and Pinellas county was created out of the west part of the county, leaving Hillsborough county as it is at present, in 1927. Thus the great area that had been created Hillsborough county in 1834 had in the course of 77 years so increased in population and industries that it was necessary to form ten county governments where only one had been. The present counties, Pasco, Polk, Manatee, Sarasota, DeSoto, Charlotte, Highlands, Hardee, Pinellas and Hillsborough have been all carved from the Hillsborough county of 1834 and each one of these far surpasses the original county in population, resources, improvements, and enterprises.

In the Record Book of the county commissioners are many minutes that indicate on the one hand the simplicity of the life of those days and on the other hand the decided growth and progress. On one page we read that because of the increasing population of that region Manatee county was organized, and on the same page the statement that a bill for 155 cents for services rendered was presented to the board and ordered paid.

Progress and expansion were seriously hindered although not entirely stopped by the outbreak of the second Seminole war in 1856.

In February of that year Captain Richard Turner organized a company of infantry, intended to operate against the Indians wherever they might be found along the coast. The officers were Richard Turner, captain; Abel Maranda, first lieutenant, and Eli J. Hart, second lieutenant. Captain Turner was an old Indian fighter who had been a captain in the old Florida war, and was well known as a generous and brave man.

The state raised troops which were later mustered into Federal service. At one time there were ten independent companies of mounted Florida infantry at Tampa serving under the Federal government. There was one regiment of volunteers under Colonel St. George Rodgers and two boat companies, called quartermaster's men, who did scouting in the lakes and rivers, using metallic boats.

Government supplies were brought from New Orleans by steamer as often as needed. This comparatively large number of soldiers stationed in and around Fort

Brooke made more frequent trips necessary. This resulted in increased business and prosperity in the young city. However, in the county the marauding bands of hostile Indians interfered most seriously with the safety and prosperity of the farmers and stock growers.

We read in the records for the years 1856, 1857 and 1858 that the road commissioners were not required to keep up roads and bridges because of the unsettled conditions which resulted from the Indian outbreaks.

We read of such accounts as that of how John Carney, who kept a ferry across the Alafia river near his home, was ambushed and brutally killed by a band of Seminoles almost within sight of his family. His grave, well marked by a monument, may be seen in a plot of land reserved for that purpose, near Bloomingdale.

During these three years the county commissioners refused to assign any school money to the school districts outside of Tampa because it was not safe to hold school while the Indians were hostile.

That city consciousness and desire for public safety was growing in the little city is evidenced by the following ordinance:

Mayor and city councilmen, in common council convened, ordained that from and after the 14th day of July, 1856, the port of Tampa was declared to be under the government of specified quarantine laws, and a point about half way between the outer stakes of the channel and Ballast Point was declared to be the quarantine station, said point to be designated by a yellow flag displayed from the top of a tall stake.

Any vessel coming from any port not afflicted with "contagious, infectious or pestilential diseases" and not having any disease aboard was allowed to pass the station without inspection.

D. B. Branch was appointed port inspector, and duly authorized to appoint a suitable assistant, and his signal "shall be a yellow flag, prominently displayed." His duty was to board any vessel believed by him to have arrived from seaward, and not displaying a white flag, as soon after it passed Gadsdens Point as possible, and the master, owner or agent of said vessel shall pay for a certificate, whether a clean bill of health or otherwise a minimum of $3 for a vessel of 25 tons or under and a maximum of $10 for a vessel of 150 tons or over.

The branch pilots of the port of Tampa are to make known the health laws to the masters of vessels, for failure in which they may be imprisoned for three months in the county jail or fined a maximum of $100, at the discretion of the mayor.

Masters who evade the laws or make false declarations shall be punished as above.

A pilot who brings in any vessel in violation of the regulations shall be punished as above.

Any custom house officer, pilot or other person who may go aboard a vessel which shall be placed in quarantine, shall not be allowed to land except with written permit of port inspector, said permit costing 50 cents. Fine for violation, or imprisonment, as in above cases.

Wilful neglect upon the part of port inspector in enforcing quarantine regulations shall be punished as above.

Said ordinances were ordered to be published in the Florida Peninsular, and were signed by J. B. Lancaster, mayor, and Wm. Ashley, clerk.

On September 11, 1856, town ordinance No. 16 was adopted to the effect that within fifteen days all agents or owners of property situated within the city limits were required to cut down and clean up the brush, weeds and stumps on or about their lot or lots to the extent of *one-half* of the street or streets their property is situated on. Failure to comply with this ordinance subjected the owner or agent of the lots so neglected to a tax. The ordinance was signed by D. A. Branch, mayor pro tem., and attested by William Ashley, clerk.

This practice seems very much like one now often followed by the city government of Tampa of requiring owners of adjacent lots to pay one-half the cost of the paving of the street in front of the lot.

On December 22, 1856, the city council convened and passed an ordinance requiring that the license tax on billiard tables should henceforth be fifteen dollars per annum. The ordinance also provided for the reduction of the license tax on retailers of spirituous liquors to twelve dollars and fifty cents per quarter of a year, where the liquor was sold in quantities of less than one quart. This ordinance was signed by A. De Launay, who had been elected mayor on the sixth instant, and by William Ashley, clerk.

D. A. Branch was elected mayor for the year 1857 and S. Stringer, clerk. During their term of office the book of "minutes of the mayor's court, City of Tampa," was begun.

At this time General O. O. Howard, who was later to become famous as a one-armed Union commander in the Civil War, and who was in the early nineties second in command at Governor's Island, was stationed at Fort Brooke, as first lieutenant of ordinance on the staff of General Harney.

The general used to say that the year 1857 was the most eventful year of his life, for it was while he was stationed at Fort Brooke that he became a Christian in the old Methodist church on east Lafayette street. In 1894, thirty-seven years after the time of his service at Fort Brooke, he again visited Tampa, finding the old church where he gave his life to Christ nothing but charred ruins. He also visited the garrison, and found the spot where his little office and sleeping room in the extreme northeast corner had stood in the days of the second Seminole war.

In 1858, under the administration of Mayor Madison Post, ordinances were passed fixing the price for a license for retailing spirituous liquors at twenty-five dollars, and requiring all free negro men to pay a city tax of fifty dollars a year, and all free negro women and children over twelve years of age and under twenty-one, twenty-five dollars a year.

Much interest was felt about this time in Hillsborough county over a charter that had been granted, calling for the construction of a railroad, called the Florida railroad, from Fernandina to the waters of Tampa Bay, with a branch to Cedar Keys. However, the branch was built first, being finished in 1858. David Y. Yulee,

the president of the Florida road was blamed severely by citizens of Tampa for the failure of the company to build the road to Tampa. It was not until many years later in 1889 that the road, now known as the Seaboard Air Line, was extended to the county seat of Hillsborough county.

Thus as early as 1858 Cedar Keys on the Gulf of Mexico, about one hundred and fifty miles north of Tampa Bay, became connected with the Atlantic Coast and the states to the north of Florida. The most feasible route by which travellers could reach Tampa for the next quarter century was by rail from Fernandina or Jacksonville to Cedar Keys and then by schooner or at times by steamer to Clear Water Harbor and thence overland to Tampa. Or often by boat all the way from Cedar Keys down the gulf coast and up Tampa Bay to Tampa. Many of the citizens who became active and prominent in building of the region around Tampa Bay came by this route.

At this time and for thirty years afterward the only way of crossing the Hillsborough River at Tampa was by ferry. As Tampa had been started on the east side of the river, this crude and slow means of communication with the west side tended to hinder settlement and growth in that direction.

In 1859 an ordinance was passed by the city council to the effect that all ferries in town should be leased for a period of four years at twenty dollars per year to the person naming the lowest charges for conveying vehicles and pedestrians across the river. Moreover, it was provided that a "good and sufficient flat," capable of carrying over safely a load of two and a half tons, and two skiff boats for passengers should be maintained.

During this same year we find evidence that horse racing was a very popular sport. There were evidently no legal restrictions on gambling, for a report comes down to us of frequent races and wagers laid and paid. In this year of 1859 a notable race was run by the horses of John Messer and W. H. Banby from a point on the Alafia River to Tampa, a distance of thirty-two miles. The wager was one thousand dollars. Messer won and the money was paid over without protest.

In 1858 the second Seminole Indian war came to a close and again there began a period of peace and security with its attendant increase in prosperity and development of the natural resources of the county. New settlers came to establish homes, by clearing here and there, throughout the great area of the county, patches of the rich forest land and converting them into productive farms, from which they secured a comfortable living and in many cases laid the foundations for generations of prosperity for their descendants.

The old roads that had been neglected during the years of Indian troubles were repaired, bridges were rebuilt and ferries and fords were reestablished. At nearly every meeting of the county commissioners new roads were ordered connecting new settlements with the county seat and with each other.

The schools which had been for the most part discontinued during the years 1857, 1858 and part of 1859 were reopened and the school money that had been allowed to accummulate was distributed among the nine districts, each district receiving a little more than one hundred dollars as its share.

In 1861 the area of Hillsborough county was reduced by nearly one-half when Polk county was organized from its southeastern part. All of these activities indicate a healthy condition of growth, with every indication that a long period of peaceful development had begun.

At a meeting of the Board of County Commissioners on August 6, 1860, William S. Spencer, the sheriff, as one of the duties of his office, reported that the number of "schoolable" children in the county was 867. He was to be paid five cents per head for this enumeration. This would indicate that the population of the county was between four and five thousand.

The next year, 1861, after nearly one-half of the county had been set off by itself as Polk county, the number of "schoolable" children was reported as 529, showing a population in the smaller county of about three thousand. In the city of Tampa there were between one and two hundred residents.

CHAPTER VII.

The Civil War Period.

Hillsborough county was so far removed from the commercial centers and the great agricultural regions of the Southern States, both by distance and by the slow and limited means of communication with these centers of influence, that there was in this county no very great degree of interest in the growing differences between the north and south, and little realization of the seriousness of the series of events that was soon to culminate in the secession of the states of the south, to be followed by four years of bloody warfare.

When, however, the state of Florida passed an ordinance of secession January 10, 1861, and became one of the states of the "Confederate States of America," the citizens of Hillsborough county did their part in furnishing men for the armies of the south and in supporting the families of the soldiers who were in the service of the Confederacy.

In September, 1861, the "Sunny South Guards," a local company, commanded by Captain John T. Lesley, was mustered into the Confederate service as a part of the fourth Florida regiment. Beside Captain Lesley the officers of this company were Lieutenant Edward Badger, Quartermaster James McKay, Surgeon Dr. W. S. Weedon, Sergeant-major J. M. Kilpatrick and Quartermaster-sergeant J. P. McLauchlin.

During the war six companies were formed by the men of Tampa and the other parts of the county and were mustered into the service of the Confederacy in the several Florida regiments. The captain of one of these companies was Henry L. Mitchell, afterwards governor of Florida. While many of these men saw service only in Florida, doing garrison duty in Fort Brooke, Pensacola, Jacksonville and other important ports in the state, a goodly number saw service in great campaigns of the war. The second Florida regiment, with numbers of Hillsborough county men and boys (for enthusiasm for the cause of the South called even boys in their early teens to the service) did their share in the great campaigns in Virginia, engaging in the Peninsula campaign, the battle of Seven Pines, the Seven Days Fight, Second Manassas and the Maryland campaign.

John Jackson served as mayor of Tampa for the year 1861 to 1862. After his term expired no city officers were elected until 1866, as the city was under military control. No records were kept but it is evident that Mr. Jackson was acting mayor and John Darling served as deputy clerk during this period. Some of the men who had been active as civic leaders went away to the war not to return for several years and some never returned.

The county commissioners, however, continued in office, and their records furnish a most interesting commentary on the conditions and events in the county during that troublous period.

So far as actual battles were concerned Hillsborough county saw little of the war. As soon as secession was accomplished and the U. S. Navy began to carry out

the plan of blockading the coast of the Confederate States, gunboats were constantly on duty in the gulf off the entrance to Tampa Bay, and some of these gunboats at different times came up the bay and on two or three occasions fired some shots at the town.

In an issue of the Tampa Daily Times of December 18, 1923, there appeared an article prepared by Captain James McKay, the son of the Captain James McKay who came to Tampa in 1846, built the first court house and was a leader in all worthwhile activities in the county for many years. This article deals especially with Civil War reminiscences, and is of particular interest as both the elder and the younger Captain McKay were leading actors in the events of those stirring times.

He writes, "Immediately after secession, the militia and every able-bodied man were called out and put to work throwing up breastworks and batteries at the mouth of the river to resist expected attacks of the United States navy which we then believed we could wipe off the face of the water."

Captain McKay, Sr., owned the steamship Salvor. He offered this to the Confederate navy but it was not accepted as it was not suitable for war service.

The ship was being used to carry beef cattle to Cuba. When war had really begun, the attempt was made to use the Salvor as a blockade runner. The ship was loaded in Havana harbor and prepared for this service at a cost of about $400,000, subscribed by many southern business men. Soon after she left Havana on her first voyage she was captured by Federal gunboats and her officers were held for some time as prisoners.

The younger Captain McKay served as a captain in the Confederate service, spending most of his time in command of small bodies of soldiers protecting the city of Tampa and the surrounding region from forays of marauding bands of deserters and outlaws such as always exist wherever there is a war.

At the outbreak of the war there were probably one thousand or more residents in Tampa and vicinity. With the demands of the war on the men and difficulty of importing necessities the population rapidly decreased. Several times, especially in 1863 and 1864, gunboats from the United States fleet blockading the mouth of the bay came up to the head of the bay and anchoring behind Big Island (the south end of what is now Davis Island) in the old channel which ran to the west of the islands, fired a few shots at the fort and town. The court house seemed to be the special mark aimed at.

The home of a Mr. Duke on the northeast corner of Jackson and Franklin streets was one of the buildings hit. A small round shot came in through the front window, smashed a mirror on the opposite wall, passed through the partition and dropped on the kitchen floor to the great consternation of the family. One larger shot hit the gable end of the court house and went completely through the building.

This was about the extent of property damage done in all these bombardments. Nobody was hurt. During the early part of the war the fort was garrisoned by one or two companies of Confederate soldiers. Many of the citizens of Tampa removed

to the country. During the bombardments the women would take their children and some provisions and go away out into the country up onto high land where Seventh Avenue now is, beyond the reach of the shots from the gunboats.

In 1864, shortly after the battle of Olustee in northern Florida, when General Finnegan's brigade was ordered to Virginia, the small garrison of Confederate soldiers who had been stationed in Fort Brooke was withdrawn. Then a body of Federals, about two hundred men from the gunboats in the bay, under the command of General Woodberry, landed at Hooker's Point and took possession of Fort Brooke and Tampa.

There was great concern among the residents as to what would happen to themselves and their property. Mr. D. B. Givens tells how he, then a small boy, on seeing the Yankee soldiers marching along the street ran home and in great excitement told his father that the "Devils are coming."

A record in the minute book of the county commissioners states that the clerk of the circuit court was ordered to remove books and papers of his office to Cork in this county for safety.

However, there was little to fear. The property belonging to the Confederate government was seized and a few of the prominent men were imprisoned for a short time. Beyond this, except for a certain amount of thieving, the residents and their property were not molested.

Mr. Givens relates an interesting incident of the period of Yankee occupation. The Masonic building, located on the northeast corner of Franklin and Whiting streets, was used as the meeting place of the Odd Fellows as well as of the Hillsborough lodge of Masons. Some of the soldiers broke into this building and stole the paraphernalia and insignia of the orders. When they left Tampa for Key West they took their booty with them. While in Key West these emblems were discovered by some of the officers and about a year later were returned to the Tampa lodges.

In the meantime the Masons could not conduct their meetings without their "working tools." So Mr. John T. Givens, father of D. B. Givens, who was a carpenter and builder, made a set out of what material he had at hand. These implements were used for some time until the original ones were returned. Hillsborough lodge still has among its most cherished possessions the compasses and trowel which were made more than sixty years ago to meet an emergency.

During the years 1861-1865, with almost no exception, the minutes of the county comissioners are records of the assistance given to families of soldiers then in the service, and of those who had been killed or wounded.

At a meeting on April 8, 1862, a county tax, one-half as great as the state tax, was ordered. The proceeds of this tax were to be expended for supplies for soldiers' families. Several items of expenditures for cotton and corn for various families were recorded.

On January 5, 1863, the Reverend S. C. Craft was appointed as the agent of the commissioners to distribute cotton, corn and other supplies to the needy soldiers' families.

On December 6 of the same year Mr. Antoine Wardhoff, one of the county commissioners, was instructed to purchase six bales of cotton thread from the Monticello factory to be used by the county in assisting the needy.

The Confederate government was at this time collecting ten per cent of the corn raised in the south as a tax for the support of the army. This was called "tithe corn." At the meeting of December 6, 1863, it was ordered that, "The board petition the commissary general of the Confederate states to allow the county to purchase surplus tithe corn in the counties of Hernando and Sumpter to the amount of two thousand bushels for indigent soldiers' families in this county."

Under date of December 17, 1863, appears the following: "It is ordered that James Crum be engaged to make twelve spinning wheels for the soldiers' families. It is ordered that if Colonel O. B. Hart will sell cotton at 25 cents per pound, that cotton be purchased for them. It is decided that this county will pay for 780 pounds of beef per month for two months for the soldiers' families in and around Tampa who have husbands or sons in the Confederate service or have died or been wounded in the Confederate service."

At this time the regular price for a two-year-old steer was twenty-five dollars.

In February, 1864, the commissioners levied a tax of one per centum on all taxable property for the support of soldiers' families, instead of one-twelfth as it had been.

From September 15, 1863, to January 31, 1864, the county spent $3,948.20 for supplies for soldiers' families. There was an amount about equal to this received from the state for the same purpose.

As the war dragged out year after year and as the value of the money in circulation continued to depreciate, the records show that less and less could be given to the needy and the prices increased steadily. Steers were valued according to their age, as a two year old cost thirty dollars, a three year old forty-five and a four year old sixty dollars. Potatoes were three dollars a bushel and salt twenty dollars a bushel.

During 1864 the amount of $10,355.65 was paid for the support of the soldiers' families. Of this amount $6,000 was received from the state.

The minutes of the early months of 1865 indicate the distressing conditions. Prices paid for supplies were exorbitant and these supplies were far from abundant. There is a report of a meeting on May 29, 1865, taken up entirely in records of supplies purchased for the needy and of persons paid for services rendered to the soldiers' families. The two leaves of the record book immediately following this record of the May 29 meeting have been cut from the book, for some unknown reason.

The next entry is under date of March 5, 1866. At the meeting on this date the board of county commissioners repudiated "all claims arising from the late war." It was declared that there were no means available for assisting needy soldiers.

At this same meeting the salary of Judge R. B. Thomas was fixed at $1,000 per year. Mr. H. L. Mitchell was appointed solicitor of the criminal court at a salary

of $400 per year. It was ordered that no fees should be collected for either the judge or the solicitor.

The poverty-stricken condition of the city and county is indicated by the order of the board at this meeting in March, 1866, that the court house be repaired. Details of these repairs are listed which clearly shows how dilapidated the building had become. Doors and steps and roof and windows are mentioned as needing repair. Glass was to be renewed in the windows if any could be obtained. At a meeting held one month later it was reported that no repairs had been made to the court house and none could be made without money.

It was decided to levy no dog tax for the year 1866. But a tax of twenty-five cents per one hundred dollars' worth of taxable property was laid for the relief of indigent soldiers and the widows and orphans of soldiers who had died in the service of their country in the late war.

At the meeting of May 14, 1866, a woman presented a bill for a small amount for services rendered to a needy man several years before. The board decided that this claim should not be paid as a former board had refused to pay it, "and the said Mrs. ——— went off to the Yankees thereby the board was of the opinion that she had forfeited all right to the benefit of the claim."

At a meeting two months later the passage quoted was ordered erased, and it now appears on the record book with lines drawn through each word.

This passage has been quoted not to call attention to any unpleasant feelings that must have existed at that time between the supporters of the North and the South, but rather to emphasize the fact that in all the records of the poverty and distress caused by the war this is the only record in the minute book that shows even a hint of bitterness toward those who did not side with the supporters of the Confederacy.

On the other hand, the evidence, shown in their records, of the kindliness and self-sacrificing generosity toward those in need during these times of privation and hardship, convinces us of the fine character of those sturdy pioneers who so well laid the foundations for that splendid growth which the people of Hillsborough county are now participating in and enjoying.

This was indeed a time of trial and discouragement. Many of the former citizens were gone, either killed in battle or attracted to other places by better prospects of prosperity. Farms had gone to seed, buildings were in need of repair, markets were destroyed and the residents had little money and less credit.

The following paragraph from the newspaper article of Captain James McKay presents a clear picture of the conditions at the close of the war in 1865:

"After the close of the war we all returned to our homes which we found in most instances in a dilapidated condition. Tampa was a hard-looking place. Houses were in bad order. Streets and lots were grown up mostly with weeds and the outlook certainly was not very encouraging."

Hillsborough county escaped almost entirely the distressing conditions that the troublous reconstruction period brought to most places in the South. For a short time Fort Brooke was garrisoned by two companies of negro soldiers. They

became overbearing and trouble was imminent, but they were removed and replaced by white soldiers who soon became friendly with the citizens of Tampa and were a real help in rebuilding the city.

When Florida, in 1868, came under a state constitution that was acceptable to the United States, conditions became stable in Tampa and soon there began again to appear sure signs of progress.

Farmers began to increase their products, immigrants again were attracted by the climate to settle on the rich lands bordering Tampa Bay, new stores opened in consequence, trade became brisk although there was little real money in circulation and slowly but surely the foundations were laid for the great growth that began to be evident a dozen years later in the early eighties.

A considerable trade with Cuba was begun which no doubt was a beginning of the course of events which has lead to a close and profitable friendship between Florida and the Queen of the Antilles.

Lafayette Street and Florida Avenue in 1880.

CHAPTER VIII.

A Period of Slow Growth.

On August 17, 1866, the record of the city of Tampa was again taken up, with John Jackson as mayor and William Austin as clerk, who held office for one year. But from 1867 until 1873 the city of Tampa was undergoing a period of reorganization and during these six years no mayor or staff of city officers were in control.

In city and county during this period conditions were most discouraging. Property was valued at very low figures, a whole block in the city being sold for one hundred dollars.

The criminal court was voted by the Board of County Commissioners as a "useless and unnecessary expense." The salaries of the judge and solicitor were revoked and it was voted that they be paid five dollars each for each conviction and no other compensation.

The school census of the county showed that in 1866 there were in the county 486 white and 114 colored children of "schoolable" age. In 1867 this number had increased to 687 white and 92 black children. This shows some growth but this seems to have been more in the county than in the city.

In the issue of the Tampa Times of September 16, 1920, appeared the following article which is here quoted in full:

1868-1870.
Inhabitants of the Town of Tampa.

That there were 285 persons living in the town of Tampa in the period between 1868 and 1870 is the recollection of D. B. Givens, who has prepared a list of the residents of the city, together with lists of those living near the city across the river and to the north and east as well, for The Times. The population of the county, according to the Federal census in 1870 was 3,216.

List of persons living in the town of Tampa and its vicinity 1868 to 1870 inclusive:

Ashley, William, bachelor.
Andreu, John P., wife and four children.
Armour, Charles, and wife, Mary.
Bell, Louis, Sr., wife and five children.
Bell, Louis, Jr., wife and two children.
Brown, W. C., wife and two children.
Branch, Dr. F., wife and one child.
Brockway, Ann (widow), and three children.
Blumenthal, Isadore, and wife.
Brandon, John, wife and two children.
Brown, M. C., and wife, Martha J.

Crawford, C. Q., wife and one child.
Clarke, E. A., wife and one child.
Collar, John, and wife
Cosby, Mrs. L., and one child.
Cowart, Mrs., and four children.
Covacivich, Louis, and wife.
Canning, R. B., wife and four children.
Craft, D. Isaac, wife and two children.
Campbell, W. J., wife and five children.
Darling, John, bachelor.
DeLaunay, John, wife and four children.
Drew, William, wife and one child.
Dagenheart, Louisa (daughter of Mrs. H. Weissbred).
Dagenheart, Ann (daughter of Mrs. H. Weissbred).
Dagenheart, Rosa (daughter of Mrs. H. Weissbred).
Fletcher, J. F., and one child.
Feris, W. G., wife and three children.
Ferris, Josiah, wife and one child.
Friebele, C. L., wife and three children.
Givens, John T., wife and six children.
Ghira, D., wife and six children.
Gettis, James, bachelor.
Glover, Mrs. Lavonia (widow), and three children.
Grillion, Joseph, wife and one child.
Grillion, Mrs. (widow).
Grant, Edward P., wife and one child.
Haager, William, and
Haager, Robert (both sons of Mrs. Louis Bell, Jr., by first husband).
Haskins, Wm. T., wife and three children.
Harrison, Wm. H., wife and one child.
Henderson, Wm. B., wife and three children.
Henderson, John A., wife and one child.
Henderson, J. F., bachelor.
Haygood, J. D., wife and two children.
Hooker, Wm. B., wife and one child.
Hart, Ossian B., wife and one adopted child (once governor of Florida).
Hanford, Charles, wife and one child.
Jackson, John, wife and four children.
Kennedy, Mrs. Jane (widow), and one child.
Krause, John H., wife and two children.
Kendrick, Mrs. Ellen (widow), and one child.
Lively, W. A., Dr., wife and two children.
Lesley, John T., wife and four children.
Lewinson, J., and wife.

Leonardy, B. C., wife and four children.
Leonardy, Vincent, wife and five children.
McKay, James, Sr., wife and three children.
McKay, James, Jr., wife and two children.
McKay, D. S., and wife.
McKay, John A., wife and two children.
Miller, Mrs. Nancy (widow).
Mansell, A., wife and two children.
Masters, L. A., wife and three children.
Magbee, J. T., and wife.
Mitchell, H. L., and wife (later governor of Florida).
Marsh, Mrs. Jane (widow), and two children.
Miranda, Abel, wife and one child.
Mobley, C. R., wife and two children.
Nunez, R. F., wife and two children.
Ponce, A., bachelor.
Perkins, Christiana (widow), and three children.
Proseus, Henry, and wife.
Pratt, Wm., wife and three children.
Porter, Mrs. M. L. (widow), and two children.
Roberts, Mrs. Ann, widow.
Redbrook, John S., wife and four children.
Stringer, Mrs. Mary, widow.
Spencer, Wm. S., and two children.
Sweat, W. E., and four children.
Turner, W. K., wife and one child (pastor M. E. church South).
Townsend, L. D., wife and one child.
Turman, Mrs. M. H., and one child.
Vighil, Joseph, wife and one child.
Wells, Dr. R. M., wife and two children.
Weissbred, H., wife and one child.

Persons living in the vicinity of Tampa west of the river:
Bolesta, R., wife and four children.
Culbreath, H. C., wife and five children.
Gomez, John, and three other Spaniards.
Hagler, B. J., and five children.
Hayden, J. J., wife and six children.
Hooper, Mathew, wife and three children.
Jackson, Mrs. Nancy (widow), and four children.
Kelley, James, wife and five children.
McLeod, C., wife and three children.
McCarty, S., wife and six children.
Washington, Geo. P., wife and three children.

Persons living in the vicinity of Tampa north and east:
Bourquardez, Constant, wife and seven children.
Deshong, Louis, wife and four children.
Hanna, Josiah, wife and four children.
Jackson, T. B., wife and four children.
Jackson, John S., wife and two children.
Haddon, S. P., wife and two children.
Morris, James E., wife and five children.
Murphy, Abner, wife and five children.
Robles, Joseph, wife and seven children.
Townsend, Elijah, wife and four children.
Wood, A., and wife.
Wells, C. W., wife and one child.

Negroes living in and around Tampa:
Anderson, Wm., wife and four children.
Bryant, Dorcas, widow, and four children.
Taylor, Ben., and wife, Fortune.
Blair, Henry, wife and two children.
Charles, Cyrus, and wife.
Green, Joseph, wife and two children.
Green, John, and wife.
Haygood, Paddy.
Henry, Jerry, wife and four children.
Howard, Isaac, wife and three children.
Hopkins, Harry, and wife Sophie.
Holloway, Winnie, and two children.
McKnight, Tom, and wife.
Walker, Dorcas, and five children.
Williams, Henry, wife and four children.

It is barely possible that I have overlooked a very few, both white and colored, as Mr. W. G. Ferris, E. A. Clarke and C. L. Friebele had colored men working for them, but their names have left me.

It is probable that, as Mr. Givens says, this was not a complete list of the inhabitants of Tampa at that time as in 1870 a census showed the population of the city to be 796.

During the years from 1866, even until the early eighties, Tampa was really nothing but a small village clustered about the mouth of the Hillsborogh River, Twiggs street was well out of town though there were a few scattered houses as far north as that. Hyde Park was all wild land, full of swampy places and overgrown with a heavy growth of scrub palmetto, cabbage palms and pines, as was practically all of the land west of the river. Land, even in the downtown section, was cheap. A lot on the corner of Madison and Morgan streets sold for twenty-five

dollars. Sand was ankle deep in practically all of the streets and in many places the scrub palmetto and weeds encroached upon the highways right down to the ruts made by the ox carts of the visiting farmers.

On the southwest corner of Washington Street and Florida Avenue stood a frame building used as the post office in the early seventies, with the Reverend T. A. Carruth as postmaster. Later Mrs. E. L. Mobley kept a school in this building.

The half-acre tract at the northwest corner of Zack and Franklin Streets, where the Citizens Bank and Trust Company building now stands, could have been purchased for fifty dollars, according to a statement made in after-years by Oliver Buzbee, county commissioner in 1891 and a justice of the peace at Riverview.

That city life was at a low ebb during these years is evidenced by the failure to elect a mayor and other city officers and by the action of the county commissioners at a meeting on October 4, 1869, when they "ordered that as the city of Tampa has forfeited its charter all property of the city be taken over by the county clerk."

In 1870 the county commissioners gave permission that the city hall be used as a school house.

As the state constitution of 1868 became established and it was seen that settled conditions were returning in spite of discouraging reconstruction methods, the residents of the village began again to take courage and make and carry out plans for reorganization and growth.

In 1873 J. E. Lipscomb was elected mayor and served for four consecutive terms until 1876. During these four years considerable strides were made in municipal legislation. The old records tell of attempts made to regulate the morals of the youth of the community. Taxes were levied on drays, tippling houses, hotels, lotteries, peddlers and auctioneers.

Epidemics of yellow fever were quite common in those days, and Dr. John P. Wall, a recognized authority on the causes, prevention and treatment of the dread malady, was appointed port physician, his remuneration being a fee of ten dollars on all vessels of one hundred and fifty tons or more.

The older residents of the city will recall how, whenever any cases of yellow fever were reported in the city, all those who could do so left the city with their families and went to the neighboring villages, where they lived as best they could, many simply camping until the epidemic was over.

At that time the best way for travellers to reach the county was by railroad to Cedar Keys, thence by the one boat owned by Captain James McKay running to Tampa. From Tampa the journey to other parts of the county was by slow-moving ox carts over roads deep in sand. When the demand increased other boat lines were established and with the coming of the first railroad in the early eighties, great growth and expansion in all directions began.

In April, 1879, a part of the Fort Brooke military reservation which was relinquished by the war department was sold at a United States land sale at Gainesville. The parcel was in fractional lots, comprising a varying number of acres,

the smaller lots lying adjacent to the town. Colonels Hooker, Sparkman, and Captain John T. Lesley were the purchasers of some of the larger lots for themselves and for other persons. Some of these lots sold for eleven dollars per acre.

In those years Christmas celebrations were the chief merrymaking affairs of the people of Tampa. Fireworks and "firewater", of which there seemed to be an abundance, played very prominent parts in these celebrations.

The following article published in a newspaper of a few years ago gives an interesting picture of the annual "Tournament" which was an established part of the Christmas festivities fifty years ago:

In those days the tournament and the ball following were the chief events in the social life of south Florida. The tournament track was in the garrison, in front of the old Federal barracks, which was located a little south of where the Gulf boiler works stood for so many years, at the southeast corner of Washington and Tampa streets. Poles were erected about 50 yards apart on the right side of the straight track. At a convenient height an arm extended from each pole, and from the end of the arms depended a hinged slat. In a split in the lower end of the slat a small iron ring wrapped with red flannel was lightly inserted, the ring being about the height of the shoulders of a mounted man. The knights riding in the tournament were armed with long, slender lances, and the object was to catch the rings on the tip of the lance as the horse was running at his best speed. The knight taking the largest number of rings won the right to crown the "queen of love and beauty," and those taking the next largest numbers crowned the various maids of honor.

Widely Attended.

The tournament always presented beautiful spectacles. "The quality" assembled here from all parts of south Florida to witness them. The knights were all in fancy costume and they rode beautiful horses. Real skill and fine horsemanship were required to win, and the riders would practice each afternoon for many weeks in advance of the tournaments. Each knight was permitted to ride the course three times, and occasionally one would take all nine rings—three on each ride—though this was very rare.

In 1880 the population of Tampa was given as 720, a decrease of 76 for the decade 1870-1880. An old-timer relates how he came to Tampa in 1881 looking for land to develop into a farm. He was taken, what seemed to him, a long distance along a sandy road, bordered by scrub oak covered land, to a tract of forty acres on high ground, which was offered to him at eight dollars per acre. The land looked so poor and unpromising that he refused the offer and settled on some richer appearing land eighteen miles east of Tampa. This tract which was offered at eight dollars per acre was the part of the city now south of Michigan avenue and east of Tampa street. But soon all was to change. The railroad, as will be related at length in another chapter, came to the little city at the mouth of the Hillsborough River and a period of growth and prosperity began whose end is not yet. The following sketch written in May, 1885, pictures vividly the changed conditions:

The population is about 3,000, composed mainly of native white Americans, the proportion of negroes being about thirty per cent. The main pursuits are mercantile and manufacturing and growing fruits and vegetables; the principal shipments are lumber, cattle, sugar, vegetables, products and oranges, the average annual shipments of oranges alone are about 100,000 crates, valued at $200,000. The transportation facilities are of a superior character as compared to other places with similar surroundings. The South Florida R. R. main line running from Sanford to Tampa a distance of 115 miles gives an all rail communication with points north, east and west from Sanford, and with the following steamship and steamboat lines at Tampa: The Tampa Steamship Company, owned by Messrs. Miller and Henderson of this city, runs a splendid line of freight and passenger steamers from Tampa to Cedar Keys, a distance of 150 miles, leaving here on Sundays and Wednesdays, arriving at Cedar Keys Mondays and Thursdays, returning leaving Cedar Keys on Mondays and Thursdays, arriving at Tampa on Tuesdays and Fridays. They have also a semi-monthly line to New Orleans from Tampa. The Key West and Tampa Steamship Company, owned by James McKay of this city, runs a semi-weekly U. S. Mail service, leaving Tampa Tuesdays and Fridays. The Tampa and Manatee River Steamboat Line makes tri-weekly trips to the Manatee River, leaving Tampa Tuesdays, Thursdays and Saturdays, and arrive Mondays, Wednesdays and Fridays. The Morgan Line touches this point regularly, making direct connections with the South Florida Railroad, giving a line to Havana and the West Indies, shorter than by any route. The Southern Express Company have an office here, also the South Florida Telegraph Company and Tampa and Fort Meade Telegraph Company, a Telephone Exchange has been opened and the line put in use. Mail arrives and departs daily by rail, and semi-weekly to and from Key West by steamship.

CHAPTER IX.

Connecting Tampa With the World by Rail.

The citizens of Tampa had lived for nearly a dozen years since 1870 hoping for the coming of a railroad. Senator David Yulee, whose railroad was supposed to have joined Jacksonville and Tampa, had constructed a side road to Cedar Key first, ignoring the village on Tampa Bay. The Tampa weekly newspapers felt, and rightly, that Tampa was being slighted, and proceeded to severely criticize Senator Yulee, nee Levy. It is reported that feeling ran so high that the worthy Senator was burned in effigy in Tampa's streets.

A brief consideration of the situation will give ample excuse for this righteous wrath. Until 1883, the government occupied Fort Brooke. Navigation was difficult, for commercial craft had to pass the common-sense docks, at the mouth of the river, and go up the river to inadequate wharves there. Tampa's water-front was occupied by Uncle Sam, and use of the extensive shore-line was denied the burghers of Tampa.

Roads in the nineteenth century were, of course, very poor. A sand trail was the route of the semi-weekly hack which brought the mail from Gainesville.

Such things considered, it is not hard to understand why Senator Yulee was burned in effigy. Tampa's isolation was almost perfect—but what city wants to be perfectly isolated? Even as Wellington prayed for night or Blucher, so did Tampa pray for removal of the government post, or a railroad. The more impatient souls, instead of praying, left town during this "Dismal Decade," as indicated by the decrease in population from 796 to 720.

The night is always said to be darkest just before dawn, and indeed it was so in this instance.

A small standard-guage railroad was in existence from Sanford to Kissimmee, known as the South Florida railroad. This road was of course small and unimportant, because of the limited area it served. There were no adequate connections at either terminal except a small boat line on the St. Johns river at Sanford.

This, then, was the setting of the South Florida transportation stage when Henry Bradley Plant commenced railroad operations in Florida. Mr. Plant was a prominent railroad operator in Georgia and the Carolinas, and he desired to bring his lines into Florida and open up the only isolated portion of the South. To his mind, and in the opinion of most northerners and easterners, Florida's boundary constituted the last frontier in Dixie.

Just previous to Mr. Plant's purchase of the South Florida railroad, a Mr. Alfred H. Parslow had obtained a 5,000-acre grant from the Federal land grant office, running from Kissimmee to Tampa. He had conceived the idea of a railroad to traverse the entire length of the state. The proposed name was the Jacksonville, Tampa and Key West railroad. Mr. Parslow, however, was unable to build this railroad because he lacked the necessary capital.

Mr. Plant, realizing that he needed a terminal of his rails on the seacoast, made Parslow a spot cash offer for his holdings and for the charter of Parslow's "paper" railroad. The deal was made.

Floridians interested in the railroad were somewhat dubious of the success of Mr. Plant. A certain clause in the land grant and the charter fathered their doubts. The charter expired January 25, 1884—and it was June of 1883 when Plant and Parslow completed the transfer of the charter. But Plant knew what he was doing. He believed the stakes were worth the chance of completion.

The construction engineers were forced to build the roadway from both ends —west from Kissimmee and east from Tampa. Rails and other supplies for the eastern end were brought from Jacksonville to Sanford by boat, and from Sanford to Kissimmee over the old South Florida line. For the other end, in Tampa, the material came by boat from Cedar Key. The first locomotive in Tampa was brought in this manner.

Mr. Plant engaged as many contractors as possible to work along the line between Kissimmee and Tampa. Among these contractors was Herbert J. Drane, now United States representative in Congress from the First District.

The difficulties of rushing work on the railroad through a veritable wilderness can easily be imagined. Mr. Drane, for instance, was forced to walk many miles each day to and from his contracting job.

Overcoming these difficulties, Plant's crews worked on, and joined the rails on the morning of January 23, 1884. It was indeed a narrow margin—the charter would have expired two days later.

The point of juncture was 38 miles east of Tampa, six miles east of the present city of Lakeland.

On the 25th of January, 1884, ran the first train on a railroad system with terminus in Tampa. The narrow-gauge rails were responsible in ensuing years for much of Tampa's growth.

M. W. Carruth, a prominent and well-known Tampan, was baggage-master on this first train. There were three conductors on the run into Tampa, one of whom, H. H. ("Hal") Scarlett, is still living there.

The railroad station in Tampa was in a residence on the river bank between Twiggs and Zack streets. This first station should not be confused with the one built years later on Polk street. The approach to the station was across the property on which O. Falk's department store now stands.

This coming of the railroad revolutionized transportation facilities of Florida's future metropolis. Until this time, except for the inadequate coastwise connections with Cedar Key, the only passenger and freight service was via the "Lizzie Henderson" from New Orleans to Tampa, running weekly. This boat was named for a member of the Henderson family of Tampa.

Behind this development was the figure of Henry Bradley Plant, railroad promoter, soon to become a figure of importance on Florida's West Coast similar to the position held by Henry W. Flagler on the East Coast. Mr. Plant operated

first under the name of the Plant Investment Company, Inc., which later took the name, The Plant System of Railroads.

The first town to be established in Hillsborough County outside of Tampa was Plant City, named, of course, for Mr. Plant and his railroad. For considerable time it bore the highly-descriptive name of The End Of The Track. We will read more about the history of what is now a good-sized community, little resembling "the end of the track." Established at about the same time was a little "boom town", Lenna City, now known as Seffner.

Tampa, at the time of the arrival of the railroad, little resembled the present prosperous city. Not only were there no brick buildings in Tampa but there were none in the entire county, or for that matter, anywhere in the state south of Ocala. Real estate agents, as usual disposed to exaggerate, claimed a populatoin of 1,200 for the terminus. The first bank in Tampa was located in a small frame building about fifteen by twenty-five feet in dimensions. This bank was a branch of the Jacksonville firm of Ambler, Markin & Stockton. The young clerk in charge was a likable chap by the name of E. C. Taliaferro, whose family ever since has been connected with the First National Bank. This bank erected the first brick building in Hillsborough County at the southwest corner of Franklin and Washington Streets. It now forms part of the newspaper plant of the Tampa Daily Times.

Tampa boasted three drugstores, Seclor's and Leonardi's on Washington street. The other was at the corner of Franklin and Twiggs. This last was owned by Dr. Benjamin whose clerk, George N. Benjamin, was later instrumental in the development of West Tampa. The principal physician, at this time, was Dr. J. N. Wall, uncle of Perry G. Wall, for four years mayor of Tampa.

Dr. Wall's residence was on the site of the present Tampa Terrace Hotel and his office on the lot where the Elk's Club building now stands.

Travelers on the railroad found two hotels prepared to welcome them. One, the Commercial, catering to travelers and seafarers, located near the waterfront with Phil Collins as manager. It was near the foot of Washington street which was the main street of the "one-street town." A large frame building housed the Orange Grove Hotel, not far from the present Union Station. Prominent boarders in this hotel were Mr. Taliaferro, of the bank, Judge H. L. Mitchell, later governor of the state, and General Joseph P. Wall. The proprietor was Sheriff Craft, father of Isaac S. Craft, prominent citizen of Tampa. The sheriff kept the prisoners in jail; his wife ran the hotel. Mr. Craft later sold the hotel to Judge H. L. Crane.

The first pretentious hotel in Tampa was a large frame building on Water street, known as the H. B. Plant, located on the site of Bryan & Keefe's grocery warehouse. The building was cold, drafty, disagreeable. The entire heating system consisted of a small wood stove at the intersection of the hallways on the second floor. To our twentieth century ears this sounds unpleasant but in the '80's it was luxury.

While there were a few sidewalks of wood in Tampa at this time, there was not an inch of street paving in the entire county. The expanse of sand which is Franklin street appeared more like a seashore. The transportation across the Hillsborough River was by means of a flatboat ferry at the approximate location of the Lafayette Street bridge. A rope pulled by hand furnished the motive power. From the business section but one house could be seen across the river. Travelers using the ferry came from the Pinellas peninsula, including the towns of Largo and Clearwater, for there was no St. Petersburg then.

Travel over the new railroad was sufficiently heavy to warrant making the tracks standard gauge in 1886 after it had become part of the Plant system, now known as the Atlantic Coast Line Railroad.

CHAPTER X.

The Second Coming of the Spanish.

The incident of the first coming of the Spanish is of historical interest to Tampa, but the second coming of the Spanish was of real benefit to the city. The first real impetus Tampa had toward metropolitan growth was the coming of the cigar industry. Despite the arrival of the railroad in Tampa no industries of any importance had located here and to the modern city industries are necessary to development.

In November, 1884, Gaevino Gutierrez, a New York broker and an importer of Spanish and American goods, had come to Tampa prospecting for a site for a guava products manufacturing plant. While preparing to return to New York, Mr. Gutierrez decided to take a trip to Key West to visit friends. There he met Ignacio Haya and V. Martinez Ybor, who were cigar manufacturers. When these gentlemen told Mr. Gutierrez of their intention to move their factories to Galveston because of labor troubles, the latter asked them to come to Tampa to investigate the possibilities of locating here.

Although the two manufacturers found conditions very favorable for the manufacture of cigars, they could not reach an agreement with the Board of Trade, but just before they were about to leave for Galveston they visited the store of Miller & Henderson, the largest store south of Jacksonville. On this occasion Col. W. B. Henderson offered them some valuable property. The late W. C. Brown, at that time Clerk of the Circuit Court, who was with Colonel Henderson at the time, also offered to give some land if the visitors would establish factories here.

Although Messrs. Haya and Ybor did not accept these offers, they were undoubtedly influenced by them to reconsider their decision and investigate further the advantages of manufacturing cigars in Tampa. They finally purchased property just outside the city limits.

Mr. Haya, whose home was in New York city, and Mr. Ybor, at that time a resident of Key West, both moved here with their families.

Mr. Ybor engaged Mr. Gutierrez, who was a civil engineer, to lay out a town on his property. October 8, 1885, the first tree was felled in the forest which covered the site on which Ybor City now stands.

The nucleus of the holdings of V. Martinez Ybor & Co. was thirty acres of land on which the factory and a number of houses for employees was erected.

At about the same time that the Ybor firm made the decision to locate in Tampa, Mr. Haya's company, Sanchez & Haya, decided to join in the movement and locate here also. They purchased twenty acres of land and started construction of a two-and-a-half story factory. Mr. Sanchez remained in charge of the New York office of the firm at 2 Liberty street when Mr. Haya came to Tampa to live. Both Ybor and Sanchez & Haya constructed dwellings for their employees. The Ybor factory was located on Seventh avenue, now East Broadway, between Twelfth and Thirteenth streets, and the Sanchez & Haya factory, on Seventh at Fifteenth street.

Upper—Oldest Cigar Factory in Tampa, completed January, 1886.
Lower—The Modern Plant of Cuesta, Rey & Company.

The two firms completed their buildings in January of 1886 and decided to open together. Both had brought cigar-makers here from Key West, Havana and a few from New York city.

At this time there was much hard feeling between the Cubans and the Spaniards, and the Cuban cigar-makers of Mr. Ybor's factory refused to go to work because a Spaniard was employed in the bookkeeping department. Because of this strife, the first in the annals of Tampa, the Sanchez & Haya factory opened alone and was licensed as factory number one. Mr. Ybor's cigar-makers were appeased by the dismissal of the Spaniard and his factory was opened shortly after.

An interesting incident in connection with the opening of the cigar factories in Tampa, related by Mrs. Fanny Haya, widow of Ignacio Haya, shows the lack of business in Tampa at this time.

Due to the shortage of business the First National Bank, in charge of E. C. Taliaferro, in 1885, was preparing to leave Tampa and return all fixtures and equipment to the home office in Jacksonville. When Mr. Haya learned that the only bank in Tampa was closing its doors, he at once called on Mr. Taliaferro and informed him of the decision of Mr. Ybor and himself to open factories here in Tampa. He told Mr. Taliaferro that it would be impossible to conduct these factories here without a bank to handle the payrolls. At first Mr. Taliaferro was doubtful of the cigar manufacturers' business being sufficient to warrant the retaining of the bank in Tampa, but when Mr. Haya assured him that the initial payroll would be at least $10,000.00, Mr. Taliaferro, without more ado, commenced unpacking the bank's fixtures to remain in Tampa.

Within a year the holding of the Ybor company had been increased to one hundred and eleven acres, including the original block, and a tract of one thousand acres a short distance to the east of the scene of their operations. The total number of dwellings in Ybor City was one hundred and seventy-six, most of them two stories high, built to accommodate from two to three families, and ranging in cost from $300.00 to $3,500.00. The commodious three-story brick factory, which took the place of the temporary two-story frame building, afforded ample room for six hundred employees. The old factory was converted into four stores on the first floor, while the second floor was used as a theatre.

The end of the first year of operation found also a hotel of forty rooms, and other buildings which were used as stores and restaurants. Shade trees had been planted on both sides of the streets, the dwellings enclosed by neat picket fences, and sidewalks were being laid.

Mr. Ybor owned a fine orange grove on one side of the city on which he erected a spacious residence.

The cigar factory had a fire engine, hook and ladder outfit, and a number of Babcock fire extinguishers. There was a well-organized fire company among the cigar-makers. The fire station was near the factory and the central portion of the city.

In a year an enterprising city had taken the place of the pine trees of the Florida forest.

Fifty houses had been sold to employees on a plan whereby they might be paid for in small weekly payments. The contracts were non-forfeitable, and in case of sickness or reverses the employee might sell his equity. This was undoubtedly the beginning in Tampa of the now common practice of buying a home "on time."

The first clear Havana cigar, the only type manufactured in Tampa, was turned out April 13, 1886. At the end of a year of manufacturing the Ybor factory was turning out 900,000 cigars a month, with good prospects of reaching their capacity of one and one-half million a month by the first of 1887.

Associated with V. Martinez Ybor in the firm of V. Martinez Ybor & Co., were Edward Manrara and Edward Martinez Ybor.

The Sanchez & Haya factory, at the end of a year's time, was turning out 500,000 cigars a month. The superintendent of the factory was Laureano Sanchez.

Though there was a slight difference of time between the opening of the two companies, they are so closely linked with the founding of the great Tampa industry that no distinction is generally made as to the respective time of their beginning operations.

Tampa's other cigar manufacturing district did not come into existence until after 1890 when H. C. Macfarlane gave a bonus on factory sites and paid part of the building cost.

As a matter of general interest, there was a Catholic church in Tampa before the coming of the cigar factories, although the Cubans greatly increased the size of the congregation.

Upper—Franklin Street in 1885. *Lower Left—Predecessor of the Automobile Truck.*
Lower Right—First Automobile in Tampa.

CHAPTER XI.

Tampa's Second Railroad.

We have told of the coming of Tampa's first railroad, and how it changed Tampa from a sleepy village to a station on a railroad. A station only, however, for the terminal of the Plant system of railroads was at Port Tampa—where, of course, the deep water was.

So there was still left the opportunity to make Tampa a terminal for land transportation. This opportunity was seized by the Florida Central and Peninsular Railroad Company, who finally decided to end their rails at the shore of Tampa Bay.

Having two railroads so early in its development has meant much to Tampa and Hillsborough County. No corporation was able to hold the district at its mercy, rather, they were forced by expediency added to desire to aid the young metropolis with favorable rates, and to build, rather than to reap the results of others' building. The railroad, now known as the Seaboard, has always prided itself on its pioneer spirit, and pioneers with a vision and a determination to make such visions real, are always welcomed in undeveloped territory.

One man in Tampa is in a position to know more about the Seaboard than any one else. He is recognized as being responsible for Tampa's having the Seaboard, and he has made the Seaboard a considerable factor in Tampa's welfare and development. Feeling that as all the data and information were in the hands of one man, that man could tell the story better first hand than we could retell it, we have obtained the authentic history of the Seaboard Air Line Railway from the Hon. Peter O. Knight, who has been continuously connected with the property as its counsel since November, 1889. This is the account so far as it affects the city of Tampa, and of Hillsborough County.

The Florida Railway & Navigation Company, the predecessor of the Florida Central & Peninsular Railroad Company, which was the predecessor of the Seaboard Air Line Railway Company, had extended its line of railway south as far as Plant City during the year 1889.

There were two factions in the railway company, one insisting that the road should terminate at Tampa, the other insisting that it should terminate at Punta Rassa. The faction favoring Tampa won out; and during the winter of 1889 and 1890 the railway, which was then the Florida Central & Peninsular Railroad Company, extended its line to the government military reservation in Tampa, the business men of Tampa guaranteeing the right of way from Plant City to Tampa.

The line of railway was built only to the military reservation (which is now practically all the property of the city of Tampa south of Whiting Street) because it had just before that time been thrown open to homestead settlement, and there were a number of claimants for the property. The Florida Central & Peninsular Railroad Company also claimed a right of way through the military reservation to the waters of Tampa Bay by virtue of congressional grant given many years

before. No amicable adjustment with the homestead claimants of the property could be made by the officials of the railroad company; and a notice was served upon the company by the claimants to the effect that on a subsequent day application would be made to Honorable James W. Locke, then judge of the United States Court for the Southern district of Florida, for an injunction to restrain the railway from constructing and maintaining its line across the military reservation. Under my advice the railroad company, before the hearing, commenced the construction of its line of railway at midnight of Saturday and completed it to the waters of Tampa Bay before midnight of Sunday, so that when the application came on for a hearing before Judge Locke there was nothing to enjoin, as the road had been constructed and cars had been operated over it.

After some years an adjustment of the matter was made with the claimants, and all claims as to the right of the railroad company to occupy the military reservation adjusted.

After the railway company came to Tampa there was a question as to whether or not it would terminate in Tampa or jointly use the terminals of the Atlantic Coast Line, then the Plant System, at Port Tampa. After the death of Mr. Plant, Mr. Erwin, the succeeding president of the Plant System, invited the successor of the Florida Central & Peninsular Railroad Company, towit, the Seaboard Air Line Railway Company, to use the Port Tampa terminals jointly with it. I made every effort I could to induce the officials of the Seaboard Air Line to terminate in Tampa; and they finally followed my advice and authorized me to purchase what is now known as Seddon Island and all the property that is now occupied by the Seaboard in this city for its terminals; and Tampa was definitely decided upon as the southern terminus of the Seaboard.

Subsequently the Tampa Northern Railroad Company built a line of railway from Brooksville to Tampa. I bought for the Tampa Northern Railroad Company Hooker's Point and a forty-acre tract of land adjoining DeSoto Park for the purpose of erecting thereon shops, etc., for the Tampa Northern. And subsequently the Tampa Northern Railroad Company was acquired by the Seaboard Air Line Railway. So that there might be no question as to the riparian rights incident to Seddon Island or Hooker's Point, I procured from the city of Tampa a quit-claim deed for all rights, claims, and interest that the city might have in and to the submerged property surrounding these two properties; and the Seaboard has been busy ever since developing both these properties for terminals.

By reason of the acquisition of these two properties, the Seaboard now has approximately five miles of water front and has enough terminal facilities to take care of its situation thirty years from today.

All the franchises for the railway tracks of every kind and character which have been laid in the streets and public places of the city of Tampa, as well as the ordinances which were passed by the city authorizing the closing of numerous highways in the city which was necessary to enable the Seaboard to develop its property for terminal facilities, as well as the conveyance by the city of its claim and rights in and to the submerged land surrounding Hooker's Point and Seddon

Island, were procured by me from the city without one penny of compensation. I know of no instance in the history of any city where it has been more generous to a railroad company than the city of Tampa has been to the Seaboard Air Line Railway Company. However, the city of Tampa made a splendid investment, because had it not been for this action upon the part of the city of Tampa the Seaboard would probably have availed itself of the offer made by the Atlantic Coast Line and terminated at Port Tampa; and had it done that, the city of Tampa today would not be a deep water port. It would have been impossible for its citizens and its able representative in Congress, to whom much credit is due for this city's having been made a port, to have ever induced the government of the United States to make Tampa a port without a railway terminating in Tampa.

The railway was completed to the water's edge and railway operations commenced in April, 1890. For quite some time after that there were only four freight trains a week operated between Tampa and Jacksonville. And it was not until November, 1912, that dining car service was even inaugurated on the passenger trains coming into Tampa. The Seabord Air Line Railway, in consequence of the development of Florida, has grown to such an extent as that at the present time there are twenty-eight passenger trains coming into and out of Tampa daily; the average number of freight cars handled into Tampa and out daily is seven hundred and twelve; and while the gross revenue of the railway the first year of its operation into Tampa was less than seventy thousand dollars, today its gross revenue handled through the Tampa office amounts to $4,070,685.

CHAPTER XII.

Early Development Of Plant City.

Hustling merchants of today, who advertise in big city dailies and are confident of patronage from persons living within a fifty-mile radius of their city, can hardly conceive of the difficulties under which J. T. Evers, founder of Plant City, carried on business in his mercantile establishment, his cedar mill for the manufacture of lead pencils, and his cotton gin at Shiloh, in 1878.

There was no railroad connecting Tampa with Shiloh, which Mr. Evers had established and which was located about one mile north of the present site of Plant City. The only means of transportation was by wagon and the round trip, which motorists can now make in about two hours, required three days.

Despite the difficulty attendant on bringing supplies to his store, business increased so much that Mr. Evers was soon forced to have an additional building erected to house part of the stock. This second store was in charge of William Collins whose assistant was Jessie A. Evers. It was not until the Collins and Franklin store in Plant City was erected about six years later that Mr. Evers had any competition to face in that section of the county.

When the Sanford-Tampa section of the Coast Line railroad was graded in 1883 by H. B. Plant, the line passed through this district, and Mr. Evers, realizing the possibilities and natural advantages of the vicinity, purchased a large portion of the surrounding territory. He apportioned the land into business blocks, disposed of them to ready purchasers and established the town site of what might have been "Eversville," had its founder not been insistent that the city be named Plant City after the man who had released the community from isolation.

The first little train that puffed along the twenty-mile stretch of narrow-gauge track that linked Tampa and Plant City made its first trip on December 10, 1883. Daily thereafter except Sundays the following schedule was adhered to:

"Tampa, Fla., Dec. 10, 1883.

"On and after this date that portion of the road between Tampa and Plant City will be operated daily (Sundays excepted) and until otherwise changed, under the following schedule:

"Leave Tampa 2 p. m.; arrive Plant City 3:30 p. m.

"Leave Plant City 8:30 a. m.; arrive Tampa 10 a. m.

"The above hours are standard time.

"HENRY M. DRANE,

"Agent Plant Investment Co.

"Flag stations: Bunch's, Coe's Mill, Baker's Old Camp. All freight must be prepaid."

A little more than a month later, January 23, 1884, the first through passenger train from Sanford to Tampa passed through Plant City. The line had been constructed from Plant City northward and from Kissimmee southward, the two portions being joined at the trestle near Carter's Mill, five miles out from the present town of Lakeland.

In the meantime the little community at Plant City was fast growing.

The western corporate line of the city was a large field of Sea Island (long staple) cotton, grown for Mr. Evers' cotton gin at Shiloh, and owned by Jack Thomas and his brothers. This field was later purchased by what was known as the Tampa Syndicate, composed of S. M. Sparkman, John T. Leslie, W. B. Henderson, T. K. Spencer and H. L. Mitchell. The syndicate platted the land into lots and sold them, mostly to home-site seekers.

The first building contracts let in Plant City, however, were for a general merchandise store, owned by Mr. Evers, and for another store of the same kind, owned by Collins and Franklin. Both these contracts were given to G. T. Chambers. The Evers store building, with a large warehouse in the rear, was located on Evers street, almost opposite the present site of the Plant City Courier. The Collins and Franklin store, on South Drane street, occupied the now vacant lot owned by H. B. Wordehuff.

Among the other business houses which quickly sprang up in the new town were one owned by J. T. Forbes, a market belonging to William Cone and a small store in "West End" Haines street where roofing and other building material was sold. Situated near the H. B. Wordehuff lot on South Drane street was another store, owned by J. P. Hawkins.

Not only were the usual general merchandise stores, containing everything from baking powder to plows, to be found in the thriving little town, but even a drug store, owned and operated by Dr. McCall; a furniture and dry goods store, run by McLendon Bros. & Pemberton; D. F. Robinson's grocery; Wilson's bakery; two hotels, the Robinson House, on South Drane street, and the McLendon Hotel, just a few doors away.

Between the two hotels was located the Plant City Courier office, the meat market operated by William Cone and a store and residence combined, purchased by N. E. Moody from Mr. Evers. Other stores, located on Haines street, were G. W. Well's general merchandise store, and L. D. Green's grocery, boarding house and millinery store combined.

The better known of the two hotels is the "Old Robinson House," built and conducted by Mr. and Mrs. Joe Robinson, who moved to Plant City in March, 1884. The building has since been remodeled, changed into an apartment house and is now in possession of other parties. Mr. Evers was the original owner of the hotel site.

Such must have been the activity of building and settling the community that, in the fall of 1885, the new town was already doing considerable shipping business. The population could not have been more than several hundred as, at the time of the first official census in 1905, the population was estimated to be about 2,000, but so great was the enthusiasm of its inhabitants and so advantageous was the little town's position in eastern Hillsborough County that Plant City was well on its way towards its present prosperity.

But the founder of Plant City did not live to see much of the thriving industry of the town. James Taylor Evers died in May, 1884. But the work he had so well commenced was readily taken up by other hands.

A few months after the death of Mr. Evers, the Plant City Courier was established by Capt. F. W. Merrin, on September 24, 1884, who brought his plant from Mississippi. This paper was first called the South Florida Courier and was the only newspaper in the county besides a weekly published in Tampa that later went out of existence.

It was in this same year, 1884, that the first child was born in Plant City. He was Clarence Pope Nelson, son of J. G. Nelson, and the first American soldier to be killed in the World War. Mr. Nelson, whose birthday was June 1, was with the Canadian force when he was killed.

April 1, 1884, marked the changing of the name of the settlement from Cork to Plant City, but it was not until the first of the next year that the city was incorporated as such. The settlement had been known as Cork for some twenty-four years, for it was in 1860 that the postoffice at Ichepuckesassa was renamed the postoffice of Cork.

Although Ichepuckesassa, as the name implies, must have been an Indian settlement, the first official record of the settlement is dated May 23, 1846. In the minutes of the county commissioners for that year there is mentioned a road, ordered from the east part of the county, to pass through "Hitchpucasassa." The postoffice was established at "Ichepuckesassa" November 5, 1849, and in the 1852 records, kept by the county commissioners, mention is made of public schools established at "Itchepuckesassa." Frequently the name was spelled "Ichepuckesassa."

On January 10, 1885, the city was incorporated under the following proceedings:

"Notice is hereby given that on Saturday, January 10, 1885, the registered voters of Plant City residing within one-half mile of the Northwest corner of the Southeast quarter of section 29, township 28, south, range 22 east, located near N. E. Moody's store, will hold an election for the incorporation of the town and for the municipal officers thereof."

This notice was published in the Plant City Courier for thirty days, after which the election was held, the result being as follows:

For incorporation, 49; against incorporation, 1.

For Mayor, Jonah Yates, 49.

For councilmen: William Collins, 48; G. W. Wells, 49; T. B. Smith, 45; R. B. McLendon, 49; E. S. Tyner, 22; T. S. Brown, 24.

William Collins, G. W. Wells, T. B. Smith, R. B. McLendon and T. S. Brown were elected councilmen.

For clerk and treasurer, J. H. Watson, 13, and R. B. Spier, 35. Mr. Spier was elected city clerk.

For marshal, J. J. Menges, 7; John Mooney, 8; J. H. Baker, 33. Mr. Baker was elected. The certificate of election was signed by W. K. Franklin, W. A. Pemberton and C. J. Yates as inspectors.

It is extremely interesting to note that of these first electors, three are alive and residents of the city they helped build: G. T. Chambers, N. E. Moody and R. B. Spier.

Mr. Spier, as city clerk, kept the records of law enforcement, and quite innocuous to present-day offenders would seem the fines meted out at that time. A man charged with drunkenness and cursing, thereby disturbing the peace, was fined ten cents plus costs, making a grand total of seventy-five cents, which, however, was unpaid. This was on March 30, 1885. Two years later, however, the fine was raised to five dollars—and if married couples desired to raise their voices in difference, the sum exacted for such pleasure amounted to one dollar each, plus costs.

It was at this time that E. S. Tyner was postmaster of Plant City, and the first school in the newly incorporated city was taught.

In 1884 Miss Elsie Shannon had taught school in the community, but by the time the city was incorporated, school was conducted by Mr. Belton, brother of Mrs. J. G. Nelson. The lessons were taught in one small room in the Nelson home. Mrs. Minnie Waver, daughter of J. T. Evers, in reminiscing, says: "Mrs. Nelson would assist us in greasing our papers (on the porch adjoining the kitchen of the home) so as to be ready for our 'drawing lessons.' Our maps were often so true to every line that we were praised for 'accuracy.'"

However, this school was a private one, and it was not until a year later, in 1885, that the first public school building was erected with Professor and Mrs. E. G. Burney as teachers. The building consisted of two rooms, Professor Burney in charge of one, and Mrs. Burney teaching in the other. The house still stands, having been remodeled, and is now occupied by Oscar Blocker. It is situated at the northwest corner of Thomas and Mahoney streets.

Among the trustees of this school were O. A. Strickland, Col. J. L. Young and W. S. Knight. Mrs. Burney is still teaching in Plant City, in the primary department.

In the same year, 1885, Professor L. W. Buchholz conducted the first teachers' institute at which Professor and Mrs. Burney, Charles Shannon, Thomas Beaty and Mrs. Y. M. Vening were present. In 1887 Professor Buchholz, who might be called founder of the present school system in Hillsborough County, was named County Superintendent.

Beginning in the fall of 1887 and continuing throughout the greater portion of 1888 the yellow fever epidemic raged in Plant City. The greater part of the population was stricken down and, as doctors were then unable to cope with the dread disease, the city was as terror-stricken as those unfortunate communities which, in the Middle Ages, were devastated by the Black Death.

But the physicians living in Plant City at that time, Drs. R. M. Wells, C. P. Spier, Douglas and Wright, regardless of the handicaps under which they had to attempt to fight this yellow plague, were able to save many of their patients.

Those inhabitants, who were able, were quarantined in the Evers home in "West End" and in the Robinson House on South Drane street.

When the epidemic had finally subsided, the growth and industry in Plant City which, naturally enough, had been dormant during that period, began anew.

By the beginning of the next decade, in 1893, to be exact, the first brick building in the town was erected at a cost of $10,000 by P. C. Drew, pastor of the First Baptist church at that time. This building, a school, soon proved inadequate and an addition had to be built in 1899. But even so, the increased population necessitated more room and a building was later erected on the same school lot at a cost of $4,000 by R. E. Fletcher, contractor.

It was during this period following the epidemic that Plant City's chief industry now began to be exploited—the growing and shipping of strawberries. It was also at this time that telephones, telegraph, lumber mills and banks were introduced, and several churches still in use were built.

L. R. Waver came to Plant City in the interest of the Western Union Telegraph Company in 1891. Later the telegraph office was moved from the Tropical Hotel (then the best hotel in the city), operated by C. O. Burts, proprietor, into the first Seaboard Air Line station. The New York and Havana cable ran from Plant City to Bartow, a distance of twenty miles, with only three families on the entire line, viz: N. E. Smith, Bill English and Alf Lunn.

Although the first strawberries were raised in Plant City, or near the location of the present city, in 1878 by Major Wheeler, the project was not successful as there was no market for them and no transportation facilities. In 1897, however, it was discovered by Col. J. L. Young, Dr. J. W. Douglas and Jonah Yates that the berries could be grown easily in the sort of soil found near Plant City. Only two acres were planted at that time, but as there were no icing facilities in the city it was impossible to ship the berries. As a result they were sold locally and in and around Tampa, but even this small market paid for all expenses.

Two lumber companies, the Warnell Lumber and Veneer Company, and E. T. Roux & Son's Mill, were established in 1898-99 and 1903, respectively. The personnel of the former consisted of D. C. Thompson, president; William Schneider, vice-president; C. A. Root, treasurer; Al Schneider, director for the first year and Mr. Ainsby, director after the first year. In 1920 this company was sold to the Exchange Supply Co. In 1903 E. T. Roux and son came to Plant City and founded the mill which was sold, in 1923, to Harper Bros., of Tampa.

In 1901-02, Mr. Waver and G. O. Burts had the contract for furnishing poles for the long-distance telephone line from Lakeland to Tampa. The line ran through Plant City and, when the Peninsular Telephone Company opened its exchange there, thirty-four telephones were listed. Miss May Burts was the first operator, serving for seven years, receiving a salary of $20 a month. At this time the operator took entire charge, but was relieved by a night operator.

The first bank in Plant City, the Hillsboro State Bank, opened its doors on October 1, 1902. The town, at this time, held about 700 inhabitants, and, although it boasted several wooden sidewalks, there was not one paved street in the town. Only one street, Collins, was even clay surfaced. Five years later the Bank of Plant City began business and in 1912 the First National Bank was organized, only to be absorbed a few years later by the Bank of Plant City. The Farmers and Merchants Bank began business in 1922.

In 1908 the entire south side of Plant City was destroyed by fire. It was only with great labor that the volunteer fire department was enabled to save the rest of the city by preventing the fire from crossing the Atlantic Coast Line track. The razed section was rebuilt with fine brick structures.

The Atlantic Coast Line depot was saved, only after heroic efforts on the part of the firemen, and stands today in the city. To many it is a monument to the city's early history—to less romantic persons, it remains only an "eyesore."

By 1914 a Board of Trade was organized with Claude B. Root as president and Fred Moyse as secretary, and in the same year the Order of Eastern Star No. 81 started with 42 charter members.

While the city was developing industrially, spiritual welfare was not neglected. The First Baptist Church which had been moved to Plant City in 1884 was an outgrowth of the Baptist church organized at Cork (Dover), Hillsborough County, in 1866. The present building was commenced during Dr. S. Hubbard's pastorate, shortly after 1915.

The Plant City Methodist Church, which was moved to that place in 1885, was founded some time between 1845-50 and was later moved to Shiloh about 1872.

Organization of a Presbyterian church was begun, July 25, 1885, but the services were not conducted in a Presbyterian church until 1892; the Methodists, prior to that time, accorded the Presbyterians use of their church.

Other denominations are represented in the city.

CHAPTER XIII.

Towns Surrounding Plant City.

Clustered around Plant City, like a ring of satellites around the mother planet, is a group of nine towns, Valrico, Springfield, Trapnell, Brandon, Coronet, Seffner, Lillibridge, Riverview and Turkey Creek. Of these, Coronet, residential colony for the Coronet Phosphate Company, is the most recent settlement, mining operations not having commenced there until 1909.

The original settlements of the other towns antedate the incorporation of Plant City, or even the platting of its first blocks, by many decades, but as the latter was probably an Indian settlement at one time (judging by its original name of Itchepuckesassa), the central town may be said to be, in all fairness, the oldest.

Each of these nine outlying communities has an interesting history of its own; each of them has its own pioneers, its own drama, tragedy and comedy. Therefore, it is only right that, in this chapter, each settlement be traced to its source separately, and that the histories of these communities be given individually.

Valrico.

Valrico, situated midway between Plant City and Tampa, is credited with a unique history. Its very name, translated from the Spanish, meaning "Valley of Gold," has the distinction of belonging to but the one town in the entire United States.

Long before the Civil War, the region about Lake Valrico was known under the more simple title of "Long Pond" and was the site for several rather large cotton plantations. West of the lake and extending nearly to Seffner the land belonged in large measure to the Spencers, ancestors of Charles H. and Will Spencer, now of Tampa.

The cut, leading northward from the small body of water known by name as the Harvey Pond, was dug by the Spencers with the labor of slaves. South of the lake was owned by E. A. Clarke, whose son-in-law, A. J. Knight, built a large fortune based upon the Clarke holdings.

The McKays, another well known Tampa family, held the greater portion of the land to the north and east of the lake. Further north of the place called the McKay Place lived the Wheeler family and south on the Hopewell road lived a Russian family, Salim by name.

Prof. C. B. Morrill now owns and resides upon a portion of the large McKay estate, his father, A. M. Morrill, having purchased this section of the property in the early nineties.

By 1890 the J. T. K. W. (Atlantic Coast Line) and the F. C. & P. (Seaboard Air Line) had been built. At that time, William G. Tousey, one of the most prominent citizens of Valrico and he who named the town, was professor of psychology in the noted Tufts College, Boston, Massachusetts. To Prof. Tousey is also given the credit of establishing the Valrico nurseries on what is now called the

Mitchell property. Some of the original trees are still standing and the very house he built yet occupies the same site. Friends of the professor owned the rest of the western shore of the lake while north of these was the farm of Hazen Harvey, now the Veltruere Farms, a dairy and truck farm, at present in the possession of Judge J. J. Lunsford. It is from Mr. Harvey that the pond north of Valrico received the name it is now bearing.

The east shore of the lake had been homesteaded by W. H. Backwith. Mrs. Fredonia Reynolds, the mother of Mrs. Backwith, owned the property south of the lake. The husband of another daughter of Mrs. Reynolds, the late Sanford Bryan, lived on and farmed the place, now the Holmes estate.

One-half mile to the east were the holdings of the Windhorsts', now called the Dr. Sutton place. Here the Windhorsts operated a large saw mill which cut most of the timber in this section before the mill was burned.

West were the Brandons, for whom that town was named, and a family from Michigan, Linsey by name and well known about Brandon.

Townsites were not entirely unknown in those days. Even then such occurrences as "booms" played their part in Florida. Much of St. Andrews Bay had been sold, the lots being literally between high and low tide. A village site had been laid out for Valrico by Prof. Tousey and plats printed for distribution. These, however, were never used. North of the Watt's property, the northwest boundary of Valrico, was New Elgin, a boom town which failed dismally except as it furnished work for the abstract companies. The freeze of 1895 put an end to this chapter of the history of Valrico. The nursery was abandoned and the Tousey property sold; a portion being purchased by the Morrills who came here in 1887.

For a short period, Valrico became merely a negro camp of rather more than the usual size. On the hill was the Tampa-Havana Lumber Company (Jetton & Dekle) whose large mill was located on the present railway blockhouse site. In the valley was the Varnodoe turpentine still and the still quarters.

After an interval of about ten years, when these enterprises had exhausted the nearby lumber resources and the region was reduced to a wilderness of ragged looking stumps, the pioneers entered, led by the late Judge Hamner, and with this migration the history of the present day Valrico begins.

Between 1910 and 1914, the Hamners, W. F. Miller, Edward Hunter, Ex-governor Van Sant, D. Humbird, W. H. and S. C. Phipps developed and improved the land along the Hopewell road.

On the old site of the turpentine still lived Norman Smith and Rit Brooker, where the present bank building and store is located. Miss Chase was at that time manager of a large dairy on the Holmes place, a model and modern dairy, for which she produced on the land nearly everything needed in the running of this enterprise.

The depot, the bank building and the large civic building were erected in 1916, the latter at a cost of $3,500, all of which was raised by subscription. All of these structures were built of Valrico brick.

In 1914 the Improvement Association was organized and for a number of years had for its president W. F. Miller, who acted most efficiently in this capacity. This organization held at one time the not inconsiderable number of 185 members. And it is due to this association as well as to the help of other residents that the Van Sant school was built. By the end of the first year the original ten pupils had been augmented to the total of 36. In 1915 the government established the rural route, the mail being carried for some time via the then popular horse and buggy.

Among the many residents who have helped to accomplish much for this town and its community life is the family of R. Ohme who have lived here for 46 years. Others whose term of residence is from 20 to 30 years include such names as the Blantons, Zebendons, Windhorsts, Rev. I. B. Fisher, J. T. Harris, and S. D. Manning.

The town, although never actually incorporated, has had its boundary limits placed, these being the W. T. Harris filling station, Edward Hunt's residence, I. W. Watt's residence and the first cross-roads northeast of the lake. In the center of the town is the park, presented to it by the late W. F. Miller whose tragic death so shocked his friends and neighbors in the spring of 1927. The park stands as a memorial to him who helped to lay the foundation of the town.

In 1926, the people of Valrico, along the lake front, collected funds and sunk a drainage well which lowered the lake several feet, making the shore line better and preventing the water in the rainy season from encroaching upon the surrounding truck land.

Although the boom of '25 and '26 did not affect the town to any great degree, it nevertheless maintained a steady growth. At the present time the Rosary Nurseries are constructing buildings on land purchased from Thomas Zebendon. Mrs. Burford, of the Arctic Ice Company, of Tampa, is at the head of this development which will put one hundred acres under cultivation. The strawberry industry, still very young in this section, is likewise well on the way to success, last year shipping the popular berry by the carload. The land used for this purpose is east of the lake. Of those who find it a prolific source of income are L. Brantley, O. L. Morgan, F. A. Holmes and G. B. Miligan.

In season the two large fruit growers' packing houses, run by the Fugazzi Brothers and the Valrico Growers, are kept busy, the many groves and the large acreage sending in the fruit in sufficient quantities.

One old tree, said to be a full one hundred years of age, and still bearing fruit is in the Phipps grove, having withstood the "freezes" that other trees failed to escape. Forty-five feet high, and 45 feet in spread, seven and one-half feet around the trunk, it stands as sturdy and as fine as the town of Valrico itself.

Springhead.

Previous to 1845, this part of Florida was not unlike the remainder of the state, practically an unknown wilderness. From the time of its first admittance to the Union in 1845 until 1865 when it was readmitted following the Civil War, con-

ditions were still in a rather unsettled state. But during the years between 1865 and 1870, settlers gradually began to come into the state and made homes in the best of the land sections. Among the early settlers of this portion of the country were Henry Sistrunk, W. M. Clemens, George Hamilton, J. O. Howell, W. M. English and S. R. Devane. Some of the descendants of these early pioneers are still living in this part of the state and these names are closely interwoven with the improvement and development of this community.

The settlers, then called squatters, were allowed to settle anywhere they so chose and although disputes and claims were rarely in evidence, such as were, proved to be peaceably disposed eventually. These people paid for their land later. For the state land the charge was one dollar per acre but for the Federal government land they paid about $15.00 for 160 acres.

In later years other people joined the first of the settlers, among these being John Rogers, B. T. Harrell, Nathan Bryant, Bird Sparkman and Hiram Seers. Mr. Rogers owned, at that time, the land that is now called the F. E. Devane place. Hiram Seers came into the country riding a grey mare that so appealed to Mr. Rogers that the latter could not resist "talking trade" to the owner. Even though he offered his place to Mr. Seers for the horse, still the latter hesitated. Mr. Sistrunk, owner of the adjoining land assured him, however, that the land was worth as much as the horse, and so the trade was made. An incident that shows how land was valued in those days.

Upon much of this uncleared, undrained land, a few people had cattle ranging, these cattle being driven to Fort Myers, where they were loaded upon boats and shipped to Cuba. It is rather odd to review the fact that these cattle men were among the very few moneyed settlers, having in their possession Spanish gold pieces.

Cornelius English ran the first grist mill which was located upon English Mill Creek. From all parts of the country came his customers, some of them walking from as great a distance as Lakeland and carrying their corn in sacks on their backs.

Mr. Belton, the first teacher of the little one-room, log-house school, was followed by Mr. Hollingsworth. This was a pay school to which only those children went, for the few months in the scholastic year, whose parents could afford the sum required as tuition. The log house was near what is now the site of William Morgan's home and was chosen primarily because of the good flowing spring close by. A few years later this house was moved about a quarter of a mile up the road to what is now the home site of Pad English.

In 1880 the school was again moved, this time, to its present location and became a free school. In 1911, when additional room was once more needful and the faculty increased, Mr. C. W. Miller became the head and principal. In 1914 a brick building was erected, and in 1923 it once more was necessary to enlarge and so a two-story brick structure was put up and used. With the growth of the school it was but consistant that the faculty be enlarged and at the present writing there are eleven teachers.

Neither the community spirit nor the religious welfare of the people had been neglected during these years. Shortly after the school had been established, the Missionary Baptist church was organized and built on the present church site. This church has been very evident in the community life, as have also the various other advantages offered the residents.

During the early growth of this section of the country traveling was done in the usual pioneer fashion. However, the years brought changes, improvements and hard roads. This in turn had its effect upon the natural revenues of the land. The early cotton lands in time gave way to orange groves and light trucking. The freeze of '95 killed many of the trees and so the truck farms became of great importance to the community. In addition to the vegetables which are easily raised in this splendid soil, Springhead is noted for strawberries, and is in a fair way to be as well known for its poultry products.

Trapnell.

Trapnell, a peaceful, prosperous little community, lies with Plant City on the north, Hopewell on the south and is about equi-distant from Springhead and Turkey Creek.

The names of its first settlers, Nathaniel Sparkman (1854) and J. W. Hawkins (1868) are interwoven in the history and progress of many of the communities of South Florida. Mr. Sparkmen's original home is now known as the Sistrunk Hammock with the Hawkins Hammock adjacent and Sparkman Hammock nearby.

This is the early home of Ex-Congressman S. M. Sparkman, and his sister, Sallie. Mr. Hawkins settled what is now called the Walter Sparkman place, and his sons, John, Tom and Joshua, settled nearby.

While agriculture and stock-raising were the chief industries of the early times, in later years truck farming, citrus groves and strawberry culture were not neglected. At the present date, the names of W. K. Lett, C. W. Johnson, J. R. Davis, J. S. Howard, Larry Walden, B. O. McDonald, C. A. Trapnell and W. E. Blount are among those noted in the community for their interest and progress along these lines.

Shortly after the settling of this territory the surrounding communities combined in establishing a school for the children and the building which was to house them was erected near where Marvin Sparkman now resides. John DeShong, the first instructor, was followed by Mr. Jenkins. Among the then pupils are the now well-known names of Hamilton, Howell, and Clemens of Springhead, Burts and Crum of Plant City, Matchett of Hopewell and Waldon of Turkey Creek, with Steve Hawkins and Mrs. Blount. In 1902 another school was established, with S. A. McDonald, Dave Clemons, and R. W. Trapnell largely instrumental in aiding this work.

Brandon.

When John Brandon first came to Florida in 1856 he was accompanied by his wife and his seven sons. A short time later he built a large log house one-half mile south of the present town of Brandon, where he lived until the close of the Civil War. Of the seven sons but one is left, I. M. Brandon, who now resides upon the Tampa-Hopewell road. At the time of Mr. Brandon's settling in this neighborhood, there was but one house between Brandon and Tampa.

Tampa was then only a small village and it was to Tampa that the residents of nearby communities went for their mail. This mail was delivered by boat. There was a fort near Dover that could be reached when word was received that Indians were on the warpath.

Some time during the early Indian wars the old government trail led to Bartow, Fort Meade and other southern points, but at that time there were but two roads leading into Tampa, one from the east and one from the north. The roads in this part of the county were of the most primitive sort and few if any bridges were in existence. It was quite some time later that the Seaboard Air Line railroad was built, marking the beginning of the present town of Brandon.

One of the first stores in Brandon was owned and managed by D. J. Galvin, who moved from Bloomingdale and brought into this place its first sawmill. This proved to be a great boon to the people who hitherto had found it necessary to travel over the sand or muddy roads to Tampa for their supplies.

About 25 years ago the county bonded for $400,000 for the building and improving of roads, Mr. Galvin being county commissioner at that time. Brandon is now surrounded with excellent roads, good farms, citrus groves and trucking farms. Two two-story brick school buildings offer the children educational advantages and in the near future another building is to be completed at a cost of $35,000.

Coronet.

"The Spotless Town," as Coronet is known, received its name because of its extraordinary attractiveness and general cleanliness. Located about three miles southeast of Plant City, it is one of the more prominent phosphate towns in the state. It is the residential colony of the phosphate company whose name it bears. The management of this organization, the Coronet Phosphate Company, realizing the full value of beauty and cleanliness, has done all that is in its power to make the place both sanitary and beautiful. In this it has succeeded.

Mining operations in Coronet did not begin until 1909, since which time many hundreds of acres have been mined. However all these excavations have been refilled, with the lone exceptions of those used for the system of settling pools by which means the water is conserved and any possible overflow upon the surrounding land is minimized or greatly lessened.

Mr. C. G. Memminger, president of the company, is prominent all through the phosphate world for his achievements in mining enginering. And it is said that to him is given the name of having founded and built up to successful

operation more plants in the pebble phosphate region than any other man. Of his corps of efficient assistants are the well known names of H. F. Greene, who is manager of mining operations; B. G. Dabney, who is assistant manager in charge of the Pembroke mine at Fort Meade, and W. H. Taylor, who is superintendent of mining at Coronet.

John Henderson, former master mechanic at this town until his death about two years ago, was the originator of a device used in phosphate mining that has been of great value to this industry. The method used in mining is the open pit. In the beginning, a number of excavators were tried, without success, and it was discovered that the hydraulic system proved to be the most practical. At first but one centrifugal pump was used, thus limiting the distance miners were able to reach.

During the time that Mr. Henderson was mining under Colonel Beaty at Green Head mine, he hitched a second pump in tandem. This suggestion opened up the way and made it possible for the miners to reach almost any distance. It was for this novel idea that the phosphate industry is indebted to Mr. Henderson.

The Coronet community is considered by the State Board of Health as one of the most sanitary plants of its kind in the state, its water supply being especially good, coming from a system of artesian wells, pumping pure water from a depth of nearly 600 feet.

This community has a church which was built and given to it by E. C. Stuart of Bartow, a director in the Coronet Company.

Seffner.

Eighty years ago, this section, known as Lenna City when later settled, was a wilderness. Surveyed by Mr. Gordon of the South Florida railroad in 1884, the original 80 acres were owned by Frank Mathews and Col. W. B. Henderson of Tampa. In 1848 only the two families of S. McCarthy and Laban Burnett then lived in this section, the former living upon the island bearing that name, about three miles northeast of the present site of the town. Mr. Burnett lived a mile northeast. In later years came many other settlers. Among those were the homesteaders, Hookers, Weeks, Simmons, and Mitchells.

About a mile and a half northwest of Seffner lie the remains of Thomas I. Mitchell, father of one of our governors, Henry L. Mitchell.

In 1883 the construction of the South Florida railroad was completed and so offered an open roadway to other pioneers. Prior to this time, in 1862, the original town was laid out and later put on record on the plat, in 1885.

The year of 1884 marked the opening of the first store, owned by Graves & Lastinger, and was followed by stores run by John T. Hill, J. J. Evans and C. H. Spencer. The school was taught that year by Miss Burts of Plant City. One year later a school house was erected, with the following trustees: C. H. Spencer, chairman; J. J. Evans, secretary, and J. J. Grantham, W. H. Graves and M. C. Pembroke.

A depot, built in 1884, had as its first agent C. H. Spencer, and later J. D. Spencer became the first express agent. F. P. Seffner officiated as the first postmaster, succeeded by Mr. C. H. Spencer.

It was about this time that the Mathew addition was laid out with Seffner and others became residents here. The Lightfoots, Mr. Glass, Mr. Franz, J. P. Hill, Henry Graves, Frank Branch and F. P. Seffner for whom the town was now named. The original name of Lenna City being discarded since it was too apt to become confused with a post office by the name of Lemon City.

During an epidemic of yellow fever in the fall of '87 and '88, Seffner housed many refugees and mails were fumigated at this place. Among the refugees was T. C. Taliaferro of the First National Bank, who ran a branch banking business at Seffner during the epidemic.

In the summer of 1888 in the hall, a two-story building used as the headquarters of the mail clerk and the railroad agent during the epidemic was the scene of the only Democratic Convention ever held outside of Tampa. The county delegates refused to go to Tampa to attend the convention. J. Sparkman, chairman of the county Democratic committee, called the meeting. Gen. J. B. Wall, of Tampa, was nominated for the State Senate, while T. M. Mathias, of Bloomingdale, and Captain J. B. Walton, of Tarpon Springs, were nominated representatives, the other county officers being appointed by the governor under the old constitution.

In a comparatively short time, the little community became a flourishing town with prosperous people, groves, a hotel, later destroyed by fire, one drug store, several dry goods stores and a livery stable. The neat wooden side walks of that period were also one of the town's improvements.

The freeze of '94 and '95 was most disastrous to Seffner, the town losing many of its citizens although others with more staying power remained to build up their losses once more.

The Seffner of today is prosperous. The recent boom added impetus to its building. Four attractive sub-divisions contain about fifty new homes, and have brought some very desirable residents to this locality. Lakes Hooker and Weeks, named for the old families of that name, lie to the east.

The Tampa and Lakeland highway runs through the center of the town and on the edge of this small city is a beautiful park called Spencer Park, where the Confederate soldiers meet each year. Lake Locarno, to the south of Seffner, has the patronage of the local fishermen and upon its border are located the homes of N. F. Conger, J. C. Perry and E. F. Stumpf.

An ever-increasing population accounts for the many rising business establishments. Among these are five stores, two garages, a number of large poultry and truck farms, and the modern tourist camp.

The Methodist and Baptist churches with the school and other educational and helpful organizations complete Seffner's advantages.

Lillibridge.

Morton M. Lillibridge, for whom this thriving little community is named, came to this region from Texas in the early eighties. He settled on 160 acres of land, living in the most primitive of camps. From the Keysville sawmill, later, he bought boards and with them built his sixteen by sixteen feet, two-room house. An extraordinary feature of the dwelling was the ceilingless main room, only the ceiling timbers protecting the inhabitants from the inclemencies of the weather.

In October, 1889, Mr. Lillibridge was joined by his brother and the latter's wife who had to travel by stage from Plant City, where they stayed over night.

At that time there was no bridge over the Alafia River and it was necessary to traverse a difficult ford. Settlers in this region at that time were "Parsen Hewitt," Procter Allen, Jim Hunter, Ephraim Hill, "the widow" Shirley, Jackson Bird, Elisiah Kersey, John Browning, Mrs. G. Bartlett Lastinger, Mrs. Betsey Lewis, W. K. Jones and their relatives.

Mail, in those days, came from Plant City to Keysville, the nearest post office for this section, the people having to call for the mail at that place.

In the spring of 1890, when phosphate had been discovered in Florida, news of the find was brought to the community by newcomers. From this time on, particularly after it was found that phosphate deposits occurred in this region, Lillibridge began to "boom." During the first years of this century, F. M. Carter and Company, who had secured turpentine rights on many hundreds of acres, built camps northeast and southeast of Lillibridge.

Mrs. Corene E. Lillibridge, in speaking of those days, relates how the turpentine hands, men, women, and children, sang going to and from work. She also says, "It was as good as a show to see the big mule wagons loaded with people, going by from one camp to another on their monthly pay days."

The Lillibridge of today is reached by a bridge, extending across the South Prong River and its branch, where Cabbage Ford was formerly located. Mail is delivered by a rural route, its head at Lithia, the post office of Welcome, Lillibridge and Picnic having been discontinued in 1916.

Riverview.

On the banks of the Alafia River, about 15 miles southeast of Tampa, is the small settlement of Riverview, formerly called Peru, a thriving community of about five hundred inhabitants.

In 1856 the first settlers arrived and shortly thereafter was built the first Methodist church in this region, organized by Benjamin F. Moody, assisted by George Simmons. This was a log cabin erected on the southside of the river, one and a half miles from the site of the present church now on the north side of the river.

In 1872 the first church was removed and named Leslie chapel and continued in use until Riverview's present church was built. The Rev. A. A. Koestline is the officiating pastor of this church, now occupying the parsonage with his family.

The first pastor of the Baptist church, organized in 1884 and built on the south side of the river, was Rev. T. H. Jaudon. To W. H. House and to A. H. Walters is given the credit of the first steps towards its ultimate completion.

Dr. G. H. Symms, father of Lewis Symms, settled here in 1878, three miles south of the present post office, and from that point practised medicine for fifty years, often tending the sick after long trips to his patients by horse and buggy.

From Lithia came W. B. Moody and his family to settle near the Alafia River where they still live. They came from the Jameson place to the Weldon place, on the south side of the river, where Mr. Moody managed a general store, the goods being brought from Tampa on his sailboat, the "Josephine," and then distributed by ox teams all over the country.

In 1901 a bridge was built over the river and the only other public mode of crossing the water, a ferry boat, was abandoned. Plans are now being made for a concrete and steel bridge with a drawbridge and hopes of the culmination of these plans in the not too far distant future is assured.

F. S. Morrison was the first postmaster to serve in the office which occupies the same building now that was its original home. Among the names of those early settlers whose descendants are still located in this region are the families of the Moodys, Boyetts, Bourgees, Thompsons, Whitts, Yeomans, Mansfields, Hackneys, W. T. Scottie (now in his eightieth year) and F. M. Scot, son of Mr. Scot (who came here in 1881). He is noted for his efficient management of various groves and his knowledge of planting the trees.

Over fifty years ago the present orange grove of S. E. Mays was planted, and the old homestead located in a grove of seedling trees of about two hundred acres. Of other groves to be mentioned are those of Mr. Edward Drew which is opposite the new Mays grove, and the Carlton grove which covers one hundred and sixty acres, joining the Mays grove on the north and the east. The Bonfay grove is just south of the Alafia river and has also some ten or more acres of very young trees.

Turkey Creek.

About two or three miles southeast of the present town of Turkey Creek is the property owned by Mrs. J. E. Hooker, known as the Mott place and having the distinction of being the first land settled in this section. A Mr. Hayman lived here and a few years later Mr. McLeod and family joined him, living on the property called the Odom place. About the same time the Tidwell place was settled by Mr. Levi Pearce.

Turkey Creek is situated on the main line of the Seaboard Air Line Railroad, some 18 miles east of Tampa. It is supposed to have received its name, so popular legend relates, because of the great number of wild turkeys then abounding in the wilderness.

It was the turkeys that caused the arbor built by the Baptist people to be abandoned. This arbor, erected some seventy years ago as a place of worship, was so constructed because the number of Baptists in the region was small. It must

have presented an extremely rustic, picturesque, enticing picture for the turkeys, abounding there, believed it to have been built for their especial benefit.

When the arbor fell into disuse, the congregation built a log house in which services were held and the present church now stands on the original site of the first meeting place.

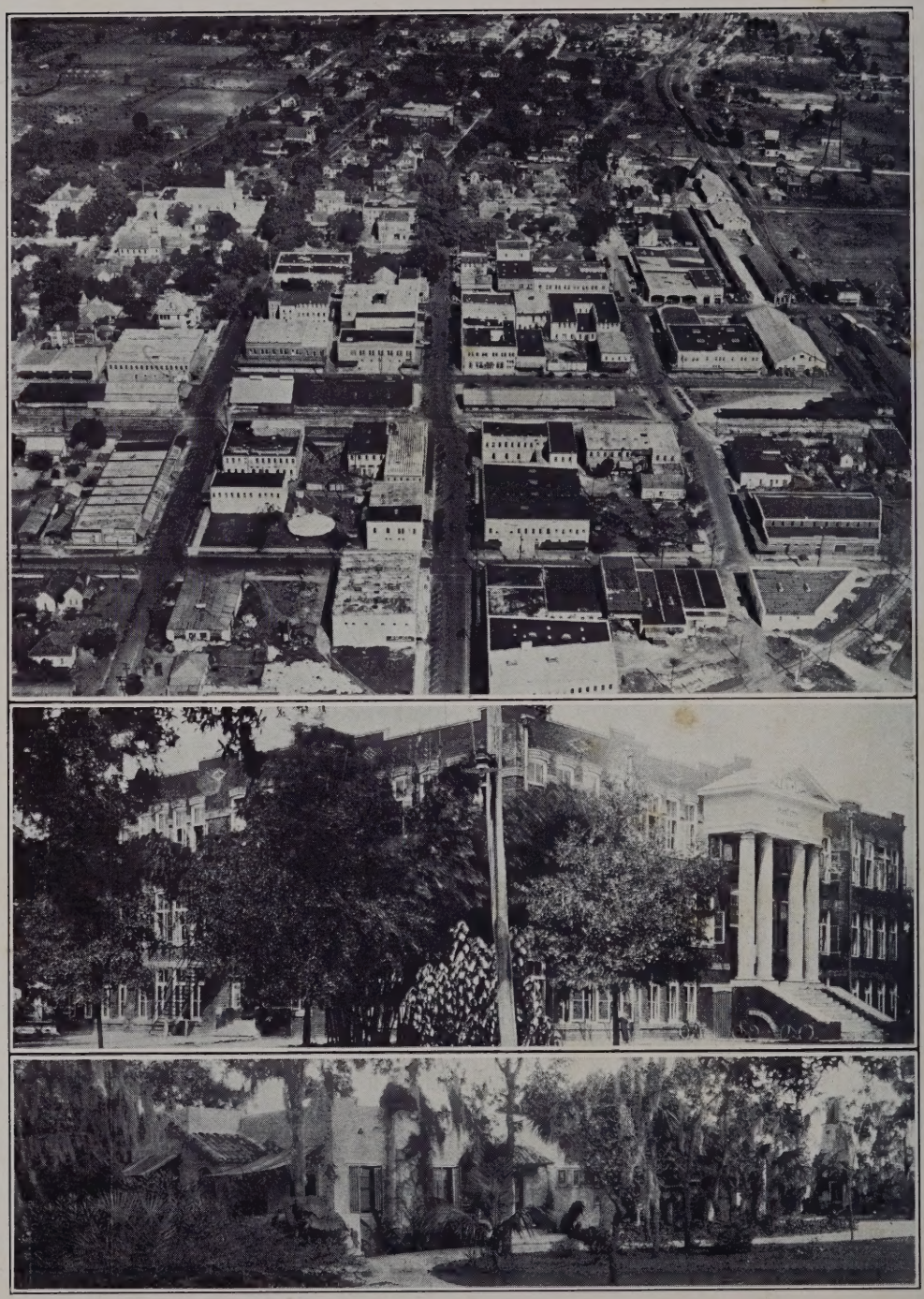
It is said that some time before the Civil War a man, Mr. William Weeks, taking his team "Buck and Brindy" drifted south and as he approached what is now the present town of Turkey Creek, he was obliged to halt frequently to clear the road of the turkeys and deer that flourished so prolifically in this region at that time. He finally settled and located a forty-acre piece of land which belonged to the state and years after, bought another forty acres next to the original purchase.

Of the other old settlers were Rubin Register who established a grist mill, evidences of the mill still being in existence, the Waldens, whose original home is now owned by Dave Clemens, the Hookers, whose property is now owned by Mr. DeVane and others, and Frank Brown, whose old home is just north of the town.

During the time this thriving community has grown from a mere settlement to the size town it is at present, many changes have been wrought. Years ago a hotel, operated and owned by N. E. Moody, was built and in time was burned. Section houses, belonging to the F. C. & P. railroad, now the Seaboard Air Line, have been removed from their original site. Many of the old farms and homes are still here.

Turkey Creek has three agents and the railroad and express offices are therefore never closed. An excellent school, two churches, a fertilizer and crate material house, as well as the usual stores and organizations for the benefit of the people are all to be found within the environs of this splendid little town.

The soil in and around here is best fitted for general farming and truck growing with the strawberry growing as a real factor in the steady growth of the region.



Upper—Aeroplane View of Plant City, 1928. *Middle—Plant City High School.*
Lower—Typical Florida Residence near Plant City.

CHAPTER XIV.

Plant City Today, Center of East Hillsborough County.

To many newcomers to Florida, the name, Plant City, is supposed to have have grown out of the tremendous amount of truck farming and strawberry raising that finds its market in that city. Absurd as the fallacy may seem to "oldtimers" who realize the metropolis of eastern Hillsborough County is named for H. B. Plant, the error is not so far-fetched as it appears to be.

By far the most important industry in Plant City is the marketing of truck, the greatest amount of which consists of strawberries.

No other section of Florida, or of the entire country, has been found with soil as fitted to the raising of this delicacy as that in and around Plant City. So readily has Plant City been accepted to be the center of the strawberry market in the southeast, that buyers, during the season, number from sixty to one hundred, each eager to outbid the other in order to obtain for his company the first berries of the season. Frequently, so great has been the competition that wholesale prices as high as $4.90 a quart have been paid for the fruit. This instance occurred in 1923 and, although such a price is unusual, regular prices of two to three dollars are the rule.

A unique feature of the Plant City market is that the farmers are paid by their buyers on the station platform as the berries are delivered for shipment. This fact may account, in some measure, for the success of the industry. In any event, it does facilitate marketing, brings the farmer a better price for his product, and lowers the retail price.

The "season," which lasts approximately five and one-half months in eastern Hillsborough County, from about Thanksgiving to about the first week in May, reaches its height in January. From then until the latter part of March the berries are marketed in large quantities. During the 1926-27 season, berry shipments from Greater Plant City neared the 4,000,000 quart mark and averaged thirty-two cents a quart. Although, during a three-day depression at the time of the floods and washouts in Georgia, the market dropped as low as seventeen cents a quart, this still netted the farmers a profit of one cent per quart.

Judging by this high reckoning for the cost of production, the market has always been exceptionally high, with the exclusion of 1915-1918, when, doubtless, cost of production rated much lower than it does now.

An outgrowth of the shipment of strawberries is that industry of making boxes known as "pony refrigerators" in which the berries are packed and shipped. E. W. Wiggins invented this type of refrigeration.

These refrigerators have heavily built wooden boxes of thirty-two, sixty-four and eighty quarts capacity. They are constructed so as to be tightly packed with ice, with a drainage system allowing the melted ice to pass out. These "ponies" are used during the early and later parts of the season when not enough berries are being shipped to warrant the usage of refrigerator cars. At this time there are often several thousand "ponies" in use. It is estimated that a capital of $200,000 is invested in the building and renting of these boxes.

Situated strategically as Plant City is, at the hub of six railroads, the main lines of the Atlantic Coast Line and the Seaboard Air Line with their subsidiaries, the city is well adapted to supply an outlet for nearby agricultural products. In addition, the city is connected with the rest of the state by several roads.

The Dixie Highway, running through the heart of Plant City, leads to Tampa on the west and Lakeland on the east, thence linking up with other highways. Directly northward, out Wheeler Street, runs the Knight's station road. Beyond Knight's, this highway stretches on through Pasco County into Marion, connecting at Ocala with highways leading to Jacksonville and Tallahassee. To the northeast lies the Midway highway, which, although constituting practically a loop that hooks back to the Dixie Highway after extending some miles, may be called a main artery, because of the thousands of people whom it serves and the thousands of acres whose produce travel it. A road, leading southeast, connects Plant City with Mulberry and continues on to Bartow, from there joining other roads which penetrate the southern portion of the state.

These roads, some linked more intricately with the others, form a vast network at the center of which lies Plant City, marketplace for all eastern Hillsbroough County.

Railway service through Plant City boasts forty-four passenger trains daily. With the exception of Jacksonville, the city is the largest railroad distributing point and junction in the entire state.

Extending northward from Plant City to Dade City, Ocala and thence to Jacksonville, the Seaboard Air Line also branches east at Plant City through Welcome to Nalacca; west through Tampa to St. Petersburg and south to Venice. Of its subsidiaries the Charlotte Harbor and Northern extends southward, through the heart of the phosphate section, and terminates at Punta Gorda.

The Atlantic Coast Line runs east and northeast through Lakeland and Orlando and thence to Jacksonville. This line also goes directly westward to Tampa.

Plant City, today, has an accredited high school, four new, modern, grammar schools, having an aggregate attendance of more than 1,500. Trustees are H. H. Huff, Dr. R. C. Black and W. A. Haymond. The entire school faculty numbers fifty with W. H. Cassels as supervising principal. Mrs. Mary L. Tomlin is principal of the high school over a student body of 620.

In addition to schools of the usual type found in any community Plant City contains the Hillsborough County Agricultural high school, an outstanding school of its kind. Begun seven years ago with only eighteen students enrolled, this school has grown to such size that about a hundred persons are enrolled in the day classes and several hundred in the night sessions, or receiving part-time instruction.

Courses in the school include plant production, animal husbandry, horticulture, farm management and rural engineering. The school offers a full four-year course to any boy of 14, or over, who desires to take it, with or without regular high school instruction.

In addition to the regular courses of study, three other branches of agricultural learning are offered. In the first, the unit day work, classes are organized at

various points in the county for students not regularly enrolled in the main school. These classes have a recitation period one day weekly and often as many as eight such classes are maintained.

The part time instruction is designed for boys who have dropped out of the regular school work, but who desire instruction in agricultural pursuits. These classes are taught at the school building and its adjacent grounds.

The evening courses are designed primarily for adult farmers who seek knowledge of modern farming methods. These courses consist of instruction on fertilizers, poultry, diseases and insects pertaining to citrus trees, soil improvment, dairying and other allied subjects.

The school building is located on a tract of ten acres in the center of Plant City. The building, completed in January, 1926, contains two classrooms, an office, a library and storerooms. Nearby are a modern dairy barn, milk house, poultry houses, and slat-house under which ferns and a variety of flowers are raised.

Appropriations from federal, state and county governments support the school. The federal government supplies about $3,000 annually for instruction salaries, under the provisions of the Smith-Hughes Act for vocational education. The county provided for the erection of the school house and provides equipment and maintenance.

Provision is also made by the county for transportation of students living outside the local area. Five cents a mile is allowed; the greatest single sum being $32.00, the average, $12.50. When one realizes that more than half the students live outside of Plant City, that some live more than forty miles from the school, one comprehends the scope of influence the school exerts.

How lasting such influence proves to be is shown by the fact that fifty per cent of these students have been found to take up agriculture as their life work. About twenty per cent continue their studies at the University of Florida.

In charge of the school is A. J. Peacock, B.S. in education and agricultural training, organizer of the school and sponsor for much of its success. His assistant, J. Gordon Smith, began his fourth year at the institution in September, 1927. Mr. Smith is a graduate of the state university and has been in agricultural educational work for the past six years.

In addition to the splendid schools Plant City possesses, the city has many fine church buildings, several club buildings, a simple but beautiful city hall building and a well equipped library.

Of the clubs, the Plant City Woman's Club has accomplished a remarkable amount of good, particularly when one considers that it has been organized for only a little more than five years.

Its first meeting was held in the Plant City high school auditorium on January 27, 1922, the roster listing ninety-two names at that time. Organization was begun by those women who believed that the city was in need of a federated club which should have various departments, each in some way benefiting the city.

During the first year of activity the club did much good work for the city. Palms and flowers were planted along the railroad tracks in the heart of town.

Situated strategically as Plant City is, at the hub of six railroads, the main lines of the Atlantic Coast Line and the Seaboard Air Line with their subsidiaries, the city is well adapted to supply an outlet for nearby agricultural products. In addition, the city is connected with the rest of the state by several roads.

The Dixie Highway, running through the heart of Plant City, leads to Tampa on the west and Lakeland on the east, thence linking up with other highways. Directly northward, out Wheeler Street, runs the Knight's station road. Beyond Knight's, this highway stretches on through Pasco County into Marion, connecting at Ocala with highways leading to Jacksonville and Tallahassee. To the northeast lies the Midway highway, which, although constituting practically a loop that hooks back to the Dixie Highway after extending some miles, may be called a main artery, because of the thousands of people whom it serves and the thousands of acres whose produce travel it. A road, leading southeast, connects Plant City with Mulberry and continues on to Bartow, from there joining other roads which penetrate the southern portion of the state.

These roads, some linked more intricately with the others, form a vast network at the center of which lies Plant City, marketplace for all eastern Hillsbroough County.

Railway service through Plant City boasts forty-four passenger trains daily. With the exception of Jacksonville, the city is the largest railroad distributing point and junction in the entire state.

Extending northward from Plant City to Dade City, Ocala and thence to Jacksonville, the Seaboard Air Line also branches east at Plant City through Welcome to Nalacca; west through Tampa to St. Petersburg and south to Venice. Of its subsidiaries the Charlotte Harbor and Northern extends southward, through the heart of the phosphate section, and terminates at Punta Gorda.

The Atlantic Coast Line runs east and northeast through Lakeland and Orlando and thence to Jacksonville. This line also goes directly westward to Tampa.

Plant City, today, has an accredited high school, four new, modern, grammar schools, having an aggregate attendance of more than 1,500. Trustees are H. H. Huff, Dr. R. C. Black and W. A. Haymond. The entire school faculty numbers fifty with W. H. Cassels as supervising principal. Mrs. Mary L. Tomlin is principal of the high school over a student body of 620.

In addition to schools of the usual type found in any community Plant City contains the Hillsborough County Agricultural high school, an outstanding school of its kind. Begun seven years ago with only eighteen students enrolled, this school has grown to such size that about a hundred persons are enrolled in the day classes and several hundred in the night sessions, or receiving part-time instruction.

Courses in the school include plant production, animal husbandry, horticulture, farm management and rural engineering. The school offers a full four-year course to any boy of 14, or over, who desires to take it, with or without regular high school instruction.

In addition to the regular courses of study, three other branches of agricultural learning are offered. In the first, the unit day work, classes are organized at

various points in the county for students not regularly enrolled in the main school. These classes have a recitation period one day weekly and often as many as eight such classes are maintained.

The part time instruction is designed for boys who have dropped out of the regular school work, but who desire instruction in agricultural pursuits. These classes are taught at the school building and its adjacent grounds.

The evening courses are designed primarily for adult farmers who seek knowledge of modern farming methods. These courses consist of instruction on fertilizers, poultry, diseases and insects pertaining to citrus trees, soil improvment, dairying and other allied subjects.

The school building is located on a tract of ten acres in the center of Plant City. The building, completed in January, 1926, contains two classrooms, an office, a library and storerooms. Nearby are a modern dairy barn, milk house, poultry houses, and slat-house under which ferns and a variety of flowers are raised.

Appropriations from federal, state and county governments support the school. The federal government supplies about $3,000 annually for instruction salaries, under the provisions of the Smith-Hughes Act for vocational education. The county provided for the erection of the school house and provides equipment and maintenance.

Provision is also made by the county for transportation of students living outside the local area. Five cents a mile is allowed; the greatest single sum being $32.00, the average, $12.50. When one realizes that more than half the students live outside of Plant City, that some live more than forty miles from the school, one comprehends the scope of influence the school exerts.

How lasting such influence proves to be is shown by the fact that fifty per cent of these students have been found to take up agriculture as their life work. About twenty per cent continue their studies at the University of Florida.

In charge of the school is A. J. Peacock, B.S. in education and agricultural training, organizer of the school and sponsor for much of its success. His assistant, J. Gordon Smith, began his fourth year at the institution in September, 1927. Mr. Smith is a graduate of the state university and has been in agricultural educational work for the past six years.

In addition to the splendid schools Plant City possesses, the city has many fine church buildings, several club buildings, a simple but beautiful city hall building and a well equipped library.

Of the clubs, the Plant City Woman's Club has accomplished a remarkable amount of good, particularly when one considers that it has been organized for only a little more than five years.

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During the first year of activity the club did much good work for the city. Palms and flowers were planted along the railroad tracks in the heart of town.

All school children were weighed, measured and given physical examinations by doctors and nurses; a special class in health work was conducted for underweight children; the Redpath Chautauqua was brought to the city for the first time.

Altogether a high program for succeeding club officers to attain or surpass, but one which they have all attempted to better. Some of the things accomplished have been the laying out and planting of Sunrise Park; the awarding of prizes for the best essay on citizenship written by a school child, and for the best flower beds planted and tended by school children. These programs have been rounded out by social events and lectures.

The Masonic orders are well represented in Plant City, there being both Scottish Rite and York Rite lodges. In fact, the oldest commandery and Scottish Rite body in the county is located in the city.

The Blue Lodge has a number of members on roll, chartered in 1876. It was organized as Ebenezer lodge on October 30, 1875, in Polk County near Kathleen. In 1881 dispensation was granted to move to Shiloh where meetings were held over the Methodist church.

Again the lodge was moved, this time to Plant City in January, 1885, at which time its name was changed to Plant City Lodge No. 79. Until the building, which, remodeled, is in use today, was bought, the meetings were held over the Baptist church.

The Plant City sister Masonic lodge, Order of Eastern Star No. 81, was organized March 13, 1914. The lodge holds its meeting at the Blue Lodge. Masonic meetings are held in the Masonic Hall, corner Evers and Mahoney Streets. This building was valued at $10,000 in 1914 and contains lodge room, five paraphernalia rooms, council rooms, banquet hall and others.

The stores of Plant City, today, present a far different aspect than they did only a few years ago. Complete stock is handled by them, enabling inhabitants to do all their purchasing in the city instead of having to travel to a larger city on monthly shopping trips.

Representative of Plant City's growth during twenty years, ending 1925, is the assessed valuation of property during those years. In 1905, when the population was estimated at 2,000, property was valued at $133,000. At this time postal receipts in the city amounted to $3,993.

Five years later, although the population had increased only slightly, to 2,481, property values had almost tripled. The assessment totalled $321,590. Business at the post office increased proportionately with receipts for 1910 aggregating $8,634.

In 1915, although official census was not taken, population was estimated to be 2,800. However, the value of property had almost quadrupled and exceeded the million mark. Conservative estimates fixed the assessment at $1,150,500. Postal receipts at this time reached $13,971.

An increase of almost one thousand was shown in the 1920 census. Population totalled 3,729 but property was only valued at $1,692,014. Postal authorities value receipts for that year at $20,852.

The year 1925 showed a greater increase in the number of inhabitants than any other. Figures for this year exceeded 6,000—to be exact, population was 6,624. Property valuation reached $5,020,165, an increase propertionate to that of the city's residents. Continuing its steady increase, business at the post office amounted to $35,742.

In September, 1927, Plant City was estimated to contain 8,000 persons and offers itself as trading center for a population of from 20,000 to 25,000.

Also indicative of Plant City's growth is that fact that when the Peninsular Telephone Company opened its exchange there, only thirty-four telephones were listed. At the present time there are more than a thousand telephones in Plant City and vicinity, and, prior to the establishment of the automatic system, ten operators were required to handle service.

The first paving project in Plant City was put through during the period 1913-1915. It was at this time also that the water works plant was improved considerably and its old pumping machinery replaced. Later improvements in the water works, including the erection of the building which houses the plant at the present time, were made during the two years from 1915-1917.

The Plant City newspaper, the Courier, published first by Capt. F. W. Merrin and his sons, W. F., J. K. and P. A. Merrin, was edited by P. A. Merrin after his father's death in 1900. Several years later it was sold to a local stock company, under the management of R. R. Tomlin. J. A. Barns then acquired all the stock in the company, selling it on April 10, 1910, to Wayne Thomas, who edited the paper until July, 1919. At that time Mr. Thomas appointed F. M. Prewitt editor and manager, but retained ownership of the paper with C. C. Woodward, of Tampa. This partnership continued until June 1, 1925, when the Courier was sold to W. K. Zewadski, Jr., of Tampa, and Arthur G. Ivey, of Plant City. Mr. Ivey managed the paper for one year and was then succeeded by J. R. Wheeler. The Courier is now being published by Mr. Thomas and his associates.

Every issue of the Courier from the beginning, with the exception of four numbers printed in Lakeland when the plant was destroyed by fire in 1910, has been printed in Plant City. The plant was rebuilt so well that, in 1921 when Tampa was flooded, the Courier printed one issue of the Tampa Tribune and two of the Tampa Times.

Industries in Plant City include: The manufacture and rental of "pony" refrigerators; shipping of strawberries, citrus and truck; manufacture of fertilizer; planing and milling of lumber and distribution of phosphate.

THE TAMPA DAILY TIMES.

TAMPA, FLORIDA, WEDNESDAY, FEBRUARY 8, 1893. VOL. I, NO. 2.

Wm. D. Bradham. A. C. Warren. Wm. D. Bradham. W. D. Bain.

THE BECKWITH AND HENDERSON

Real Estate & Loan Agency,

410 FRANKLIN STREET, TAMPA.

Reference—First National Bank or any Commercial Agency.

Money Loaned at 10 per Cent. on First Mortgage.

Choice Business, Residence and Suburban Property.

—ALSO—

Orange Groves.

No. 1.—10 acres land, about 6 acres in grove, 350 trees, 250 of which are fruiting, part seedling, part budded; should bear 300 to 400 boxes this year, and being young increase rapidly. Rough house 4 rooms 1 mile to R. R. station; school and church; good neighborhood. Cheap at $2,000. Another grove in same neighborhood only $1,600. Some trees bearing and fair house.

No. 2.—30 acres partly cleared, less than 1 mile north of city limits, on Lawrence, Kversach high, good ground. Bargain now at 30 days at $7,250

No. 4.—Nice lot centrally located on street car line, 150 ft. front. Good house of 6 rooms, flower garden, etc. This is a very desirable property, will sell shortly at $3,250.

No. 5.—125 front on Franklin street, near where street car now bridge intersects. This will be valuable business property in the near future and can be had at a bargain.

We have some of the best business lots on Franklin street and only ask to be seen.

No. 7.—Valuable business lot on Bridge of Lafayette street. Long time and low interest.

No. 8.—A limited rival frontage for sale. Secure some of this valuable property while you can, before prices are advanced.

No. 9.—Four lots near Tampa Bay Hotel for sale at a bargain.

No. 10.—A block in Ybor City, 14 lots 30x80 ft., high and nice, bargain at $7,500 for 10 days-spot cash. Money in it.

No. 11.—A few good acre tracts for subdividing. Prices on application.

No. 22.—A splendid building site on Bay, two and a half miles below city, on the proposed electric car line. Some fine orange trees. There is nothing better, if anything to equal it on the Bay.

No. 13.—Charming place on Nebraska avenue 2 miles east—10 acres land, all fenced, 6 acres in trees, all bearing, crop about 300 boxes now, trees will increase rapidly, nice new house, street car line will probably be extended out. Business calls owner to another state. Valuable property and cheap.

These are only samples. We have choice residence and building lots in Tampa, North and West Tampa and Ybor City. A few good houses and lots and only one or two charming homes among them.

Five lots in Munro's Addition, near big Ellinger Factory in West Tampa. Don't miss them. Money to be made there. 1500 cottages needed by April 1st. Buy and build.

MORRISON

Will Talk Later,

X. Z.

WE ARE

Sacrificing Cloaks, Fur Capes, Fur Trimmed Jackets.

SAVE MONEY!

BY BUYING FROM

SOUTH FLA. DRY GOODS CO.,

A. B. SMITTENBEN, Proprietor.

STARVING BY THOUSANDS.

HORRIBLE STORIES OF DESTITUTION IN NORTHERN LOUISIANA ON ACCOUNT OF FLOODS.

A SENSOR WEEK ON THE NEW YORK.

The Home Rule Bill to Be Introduced in the House of Commons Monday—General Scourgeard to.

[Correspondence to the Philadelphia Record.]

By Telegraph to the Times.

Chicago, February 7.—A dispatch from Memphis, Tenn., says: Four thousand persons in Carrollton and Delaware parishes, in the northern portion of Louisiana, are on the verge of starving. Information received from that section yesterday shows that the people are in a pitiable condition and unless relief reaches them at once many will die. Carrollton parish is entirely under water, three feet of last crop is destroyed, and the water rescinded so long that it was impossible to plant corn or anything else for any cause worthy mentioning vegetables have been destroyed, and but thousands were unable to leave and are now subsisting on what was rescued during the rescue on relief boats, but now they have nothing to keep body and soul together. The people of the different exchanges in Memphis, Vicksburg and New Orleans have raised a number of thousand dollars and these passengers were in New Orleans yesterday, and were busy collecting the baggage and mail car. The passengers were all in the baggage car and the mail car was the regular passenger coach over in safety. The excess baggage and mail will be taken by the next mail train was sent to the south, being the first to leave, and as it was receiving early completely in train. The express car and the following day contains a car loaded from the trestle a distance of at least thirty feet. The mail and express cars were saved by an enclosed car on the opposite side of the bridge, which the mail will reach here next train. The passengers in the day coaches were rescued this morning by the train men and the wounded passengers. Baggage destroyed but was preserved between a mass of trestle work and terrapin which is right at the wreck and passengers who were unable to come on two charming homes among them.

[Continued from first to last columns.]

By Telegraph to the Times.

London, February 8.—The House of Commons reassembled at noon today and the Gladstone at once announced that he would introduce the home rule bill on Monday next. The announcement was received with cheers by the supporters of the government, but those on the address was then resumed. Justin McCarthy, who represents the Derbyshire division of Nottingham, and who, although Radical, opposes the home rule bill, moved that the amendment urging legislation for the betterment of the condition of the agricultural laborers be remembered over the home rule bill. In speaking to his motion Mr. McCarthy referred the Liberals with preaching to help the agriculture and then forget long their promises when they came into power.

[Second Correspondence] February 10.

By Telegraph to the Times.

New Orleans, February 8.—Gen. P. G. T. Beauregard, who has been very ill at his home in Esplanade street for some time, is no more to die, and while he was reported somewhat relieved last night this morning, his complaint is the gravest, especially as a case of the Beauregard age. Yesterday he was unable to attend to his official duties and last evening reports of his death were prevalent, which, however, were contradicted immediately.

[Correspondence.]

By Telegraph to the Times.

Washington, Feb. 8.—Fernando Wood, a Democratic member of congress from Ohio, died this morning, Wednesday, February 8, at his residence in this city

CHAPTER XV.

The Period of Transition: From Village to Town to City.
(Last Decade of Nineteenth Century And First Part of Twentieth Century.)

In the existence of every city there has been a period when a gawky village was casting aside the role of a rural community and looking longingly at the garb of a metropolis. Often this village or town is ugly, with a run-down appearance, but just as Hans Christian Andersen's Ugly Duckling emerged a beautiful swan, so does this village become a large attractive city, seemingly overnight.

Tampa, Hillsborough's largest city, was no exception to this rule. A village for years, Tampa was destined for a great growth, which began in earnest in the decade immediately preceding the Twentieth Century.

The decade before this, Tampa saw the coming of its first railroad, told in detail in another chapter, followed closely by its second rail system. In addition, the industry which has lead all its industries from that time up to the present was founded in that decade. Tampa's wellwishers, discouraged by the lack of transportation facilities cheered up—and have not lost their optimism since.

A third spur to more rapid progress was the first move toward development of port facilities, especially the removal of Ft. Brooke, which blocked all commercial growth in the section of Hillsborough County between Tampa and deepwater. This step is considered the most important of all the accomplishments of Tampa during the period 1880 to 1890, for its present attainments are Lilliputian in proportion to the potentialities of Tampa's port. The state of affairs is well outlined in Harrison's History of Florida:

"The old Garrison, as the section below Whiting Street was known now began to be considered a barrier to the growth of Tampa as a port, inasmuch as it lay between the town proper and deep water. The last government troops had been removed several years previously and it was deemed proper as well as profitable to take steps looking to the extinguishment of the government title to the former military reservation and the passing of the same to private owners. Interested citizens figured that this transfer could be the more readily brought about by first obtaining a transference of the land from the War Department to that of the Interior, and thence by some means to private ownership."

The order transfering the reservation from the War Department to the Department of the Interior was made in January, 1883, just before the railroad entered Tampa. It was soon thrown open to homestead entries. Dr. E. S. Carew, of Arredondo, Alachua County, obtained the first, and probably the most valuable entry of the tract, embracing the river front from Whiting Street south and all of the bay front to a point east of the present Hendry and Knight terminals. Still other portions of the reservation were homesteaded by various individuals.

Matters of this kind are rarely free from litigation, and consequently there followed a series of years of conflicting claims and contests before the department

and in the courts, during which there were as many as several hundred squatters upon the land. Connected with these squatters is an interesting incident.

Desiring to strengthen their hold upon the land which they were occupying, these squatters went so far as to incorporate a city, which they named Moscow. Among their officers was a Russian Nihilist doctor, F. N. Weightnovel, who served as mayor. He was probably the instigator of the name given the short-lived municipality. The records all assert that he was a man of considerable intelligence and skill in his profession of surgeon. He lived to see his city absorbed by the rapidly growing town of Tampa, for he lived until May 19, 1906.

"Finally these vexatious litigations were terminated by final decisions in favor of the widow of Doctor Carew, the latter having died in the meantime; of the heirs of Louis Bell, E. B. Chamberlin and a few others. These decisions cleared away the clouds from the titles and rendered possible the unobstructed development of harbor facilities that have since been taking place more or less steadily down to the present time."

Evidently the evil genius of Tampa was still hovering near in the years to come, for as late as September, 1896, the city seemed unable to control or open the river front of the three streets south of Lafayette. This information comes from an issue of The Tampa Daily Times of that year, which adds that the foot of Jackson Street was leased from the city council June 23, 1888, for ten years at a rental of $50 a year. H. A. Fuller paid the rental money. Washington Street boasted a dilapidated old pier and a couple of old shacks. The foot of Whiting Street was leased at the same time as Jackson to Ross Biglow & Company, and on the same terms. The lease at this time stood in the name of Mrs. L. V. Graham, and the site was occupied by the condemned building recently vacated by Gunn & Seckinger.

The detail of the opening of the port after the obstacle of governmental occupation of the Garrison had been removed is covered in a subsequent chapter.

Despite the setbacks that port development received, Tampa's greatest industry of that time—and of today, for that matter—kept steadily increasing in size and prestige. An earlier chapter has shown the inception of the cigar industry here; a later chapter tells of the increase in production each year. However, some additional details of the industry's growth will not be out of place.

The first two cigar factories, as we have related, were those of V. M. Ybor and Company, later V. M. Ybor and Manrara; and Sanchez and Haya. The third that was established in 1888 was Lozano Pendas and Company. This firm was composed of Faustino Lozano, Ysidro Pendas and Miguel Pendas. Later a change was made in the personnel of the operators, and the firm became Y. Pendas and Alvarez.

The local Board of Trade soon saw that the infant industry would be of incalculable benefit to Tampa, and offered the next factory a cash bonus to locate here. This factory was the R. Moune establishment, founded in 1889.

With the large influx of Cuban cigar makers, Tampa began to take on a cosmopolitan atmosphere that it has not lost since, but has instead increased through its large shipping interests.

During the period preceding the Spanish-American War, these cigarmakers were, of course, vitally interested in the sporadic revolutions in Cuba against Spanish tyranny. Not only was it their old home, but many of them had relatives in the "Pearl of the Antilles." Though the United States maintained its neutrality until the 19th of April, 1898, Cuban sympathizers in this country were numerous, and of these Tampa's Latin citizens were most enthusiastic.

July 23, 1896, a grand open air mass meeting was held in front of V. M. Ybor and Manrara's cigar factory, at which Secretary Quesada and Treasurer Guerra of the Cuban Junta in the United States were among the distinguished speakers. The representatives of the Junta were here from Key West where they procured pledges for 6,000 rifles and they hoped by ten dollar levies here to raise enough money to buy 8,000 rifles for the insurgents.

Going backward, for we have rushed a year or two ahead in our story, we have an event stamped indelibly on the minds of Hillsborough County's old-timers. This is the disaster of 1894-95—known then and now as "The Big Freeze." It was responsible for a financial loss upparalleled in the state until the recent Miami hurricane, and came at a time when Florida was not able physically or financially to withstand the blow, had the state not been built on the firmest of economic foundations.

The disaster was, of course, hardest on citrus growers. Citrus growing had become the state's leading industry. Pioneers who had planted orange groves, and groves of other citrus fruits were beginning to see the results of their labors. It was tacitly acknowledged that the only way to make money in Florida was to grow citrus crops. In shaking that particular belief, the freeze was a blessing in disguise.

Florida—Hillsborough County included, of course—had felt no unusually cold weather for years previous to 1894. In 1835 when there were but few inhabitants of the state, some bitterly cold weather had been experienced. Cool and frosty mornings had been observed during the winters of the years between 1880 and 1886, but since that time, Florida had enjoyed unusually balmy and warm winters.

Then, December 29, 1894, the thermometer fell, almost without warning to 14 degrees above zero in many parts of the state. It was one of the lowest temperatures ever recorded in Florida, and was a great shock to citrus growers. It practically ruined the year's crop. Growers were discouraged—but there was more to come. The December cold spell, while frosting the fruit, did not greatly injure the trees, and Nature started to repair the damage by sprouting new foliage, sending new sap into the nipped branches; in other words, doing her part to repair her own damage.

Things were getting along nicely, in this way, when February came around. If truth must be told, February is always a questionable month in Florida weather. Amateur weather prophets will hazard a guess on weather conditions for any month in the year—but they leave February alone.

This particular February of 1895 was the month chosen by Nature to supply her disaster. February 7 a blizzard started, with a terrific drop in the tempera-

ture. Until the 11th of the month did the blizzard rage, while the temperature reached a record low mark of 11 degrees above zero.

Northern parts of the state were badly hit, of course. In our own locality, snow fell in both Manatee and Tampa. It was a dismal week for every friend of Florida.

With the new growth just starting, nearly all the citrus trees were not only injured, but most of them were killed. Where the state's citrus crop for 1893-94 had been valued at $4,500,000; the next year's crop, consisting of less than 150,000 boxes, was valued at two or three hundred thousand dollars.

The total loss, direct and indirect, to the state, was variously estimated at $50,000,000 to $70,000,000. It was recognized as one of the greatest calamities in any state's history.

To add to difficulties, a storm, which cost the state $10,000,000 in damage, followed in September of 1896.

To citizens with a lesser degree of courage, this disaster would have seemed so discouraging that they probably would have given up, but not so with the citizens of Florida. With indomitable fortitude they set to work. Some replanted their groves, some moved further south in the state and started citrus planting there, a little further from the icy blasts that sweep down from the north. Many dropped citrus planting and went into other lines of agriculture, making such a conspicuous success that never again would Florida be known as a one-crop state.

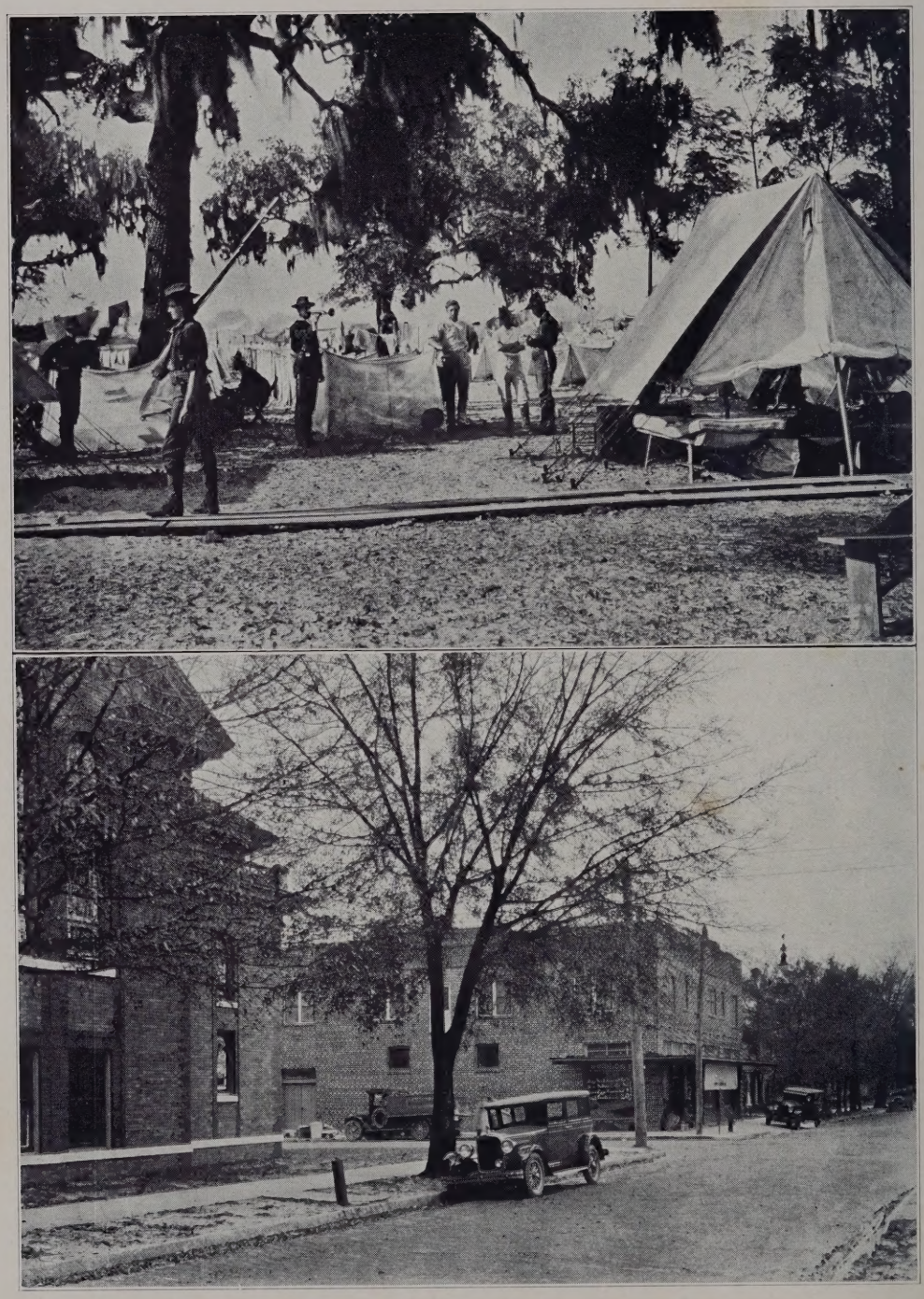
This story of the state's disaster has been told, because it caused many people to move into the Hillsborough County agricultural district. While this county had been hit by the freeze, it had been spared the worst ravages of Jack Frost's escapade, and consequently growers of less favored parts of the state moved to this section to take advantage of its superior fortune.

Tampa's recent experience during the boom was but a repetition on a larger scale, of the expansion here during the ten or twelve years preceding 1895. In 1885, the population of Tampa was 1,200 persons—or so the optimistic real estate agents claimed. Possibly they had not learned the fine art of exaggeration then; so we will hope, at least, and let those figures stand.

Tampa in 1895 was the third city in the state, according to the state census with 15,654 inhabitants, an increase of 1,200 per cent. And we have marvelled at the recent growth of a few hundred per cent increase.

The two cities larger than Tampa in 1895 were Jacksonville, 25,130; Key West, 16,502 population. And Tampa could easily have been second largest city in the state had the population of West Tampa, 2,815, and Port Tampa, 1,111, been added to the total. We may assume that Tampa and its suburbs (for they have always been destined to be part of metropolitan Tampa, though they were separately incorporated at the time) had a total population of 19,580, easily distancing Key West for second honors.

Other figures provided by the 1895 state census showed that Hillsborough County had the greatest proporation of white to colored inhabitants; viz., 24 to 7. There were 24,046 whites living in the county. While the proportion was large,



Upper—Camp on Tampa Heights during Spanish War, 1898.
Lower—Same Location in 1925.

the colored population had increased 4,399 over the colored population of the last census.

As we have seen Tampa had grown remarkably—unbelievably from the coming of the railroads and the opening of her port. In 1895 Tampa was one of the state's important centers. Despite the disaster of the Big Freeze, Tampa had her cigar industry and her rapidly growing shipping to keep her in the lime-light—at least as far as the state was concerned.

At this time, when Tampa needed advertising, but when modern community advertising was unknown, two governments, all unintentionally played into the hands of Tampans—and Tampa became a famous city.

Of course, we are referring to the Spanish-American War, fought, so far as this section of the state is concerned, in Cuba and Porto Rico. And a casual glimpse at the map of the waters of the Gulf of Mexico and the Caribbean Sea will assure one that Tampa is the nearest important port to these two islands.

When war was declared, in April, 1898, the American army officials remembered that Tampa was the practical point of embarkation, and so to Tampa the troops were sent. William Randolph Hearst, of yellow-journalism fame, "played-up" the war from the very beginning, and the name of Tampa was blazoned in letters an inch high (in actuality), but miles high in importance to the embryonic city.

Port Tampa, more about which will be given later in this chapter, was used as the actual embarkation point, but Tampa was the military center, with the recently completed Tampa Bay Hotel as headquarters.

At times during the war, there were from 23,000 to 30,000 troops and camp followers incamped in Tampa and its environs; strung out from Port Tampa to Tampa Heights.

The most prominent military men here were Generals W. R. Shafter, in command of the Fifth Corps, Fitzhugh Lee, in command of the Seventh Corps, and Joseph Wheeler in command of the volunteer cavalry. Others were Miles, Roosevelt, Leonard Wood, Black and Wagner.

It must be confessed that the war which made Tampa famous was not a very big war, as wars go. It was, to use the words of a prominent Tampan who was here at the time "more like a comic opera" than an honest-to-goodness war. But to those who partook in the fighting in Cuba, and in the gallant charge at San Juan, it did not seem so very comic, but more like one of the stern realities of life.

The first troops started arriving in Tampa almost immediately after war was declared. Most of them were in Cuba in July. And that brief statement bears testimony of the War Department's ability to overcome the handicaps of inadequate transportation and inexperience in warfare.

The Department was not prepared for conflict—that is certain. The Second of Georgia troops arrived in Tampa wearing the Confederate gray, and during their stay in DeSoto Park, where they were encamped with the Sixty-ninth of New York, they continued to wear the gray, until finally more fitting uniforms arrived, which did not remind the brothers-in-arms of the time when the nation was divided against itself.

The Florida troops and Marylanders were stationed in the Garrison on the site of the then recently abandoned Fort Brooke.

Had the war with Spain taken place twenty years earlier, the United States would have been seriously embarrassed, for then the Tampa harbor was wide, but not deep, and the railroad to the waters of Tampa Bay was a thing dreamed of, talked about, but not actually existing.

So the only trouble was congestion on the railroad and here in camp. There was a want of material and supplies for the camp. But with all their hindrances, the American forces were practically untouched by disease here in camp. The healthful Florida climate, of which so much is said, did its part toward winning the Spanish-American War, and the American physicians' discovery of preventives for yellow and typhoid fever kept those dread diseases away from the camp. During the entire encampment in Tampa there were but 56 deaths among either officers or soldiers. And of these, several, it is possible, were caused by overdoing the carousing—acting like the chorus in the comic opera.

General Shafter took the largest detachment of men with him when he left for San Juan, Porto Rico. Sixteen thousand men embarked on 37 transports to take the major part in one of the most important engagements of the short-lived war. As the deep water did not come all the way up to Tampa, the soldiers were transported to Port Tampa by train and there embarked for the Caribbean.

At the end of the war, Tampa's population which had more than doubled when the troops were here fell again to normal, but the added impetus given the city by the "free advertising" which it had received was felt for many years.

The fighting and the causes of the war had inconvenienced Tampans in certain ways. For instance, General Weyler, the Spanish commander known for his "reconcentration" order, declared an embargo on tobacco which seriously hindered the Tampa manufacturers. Some Tampa cigarmen were able to get a large quantity of leaf tobacco out of Cuba before the embargo went into effect, and the remainder had to struggle along as best they could. Some imported Mexican tobacco from Vera Cruz to tide them over the difficult period. Two of the manufacturers doing so were Trujillo & Benemillis and Teodore Perez. One of the schooners loaded with tobacco just as the embargo went into effect cleared for Bremen, Germany, to avoid suspicion of the Spanish port authorities at Havana, and then, because of its papers was forced to proceed to Bremen. From there it meandered from one port to another till it finally arrived in Tampa many months after its departure from Havana harbor.

"Leaf tobacco!" one Tampa man exclaimed, telling about this. "It looked more like snuff when it arrived."

But fortunately the war did not last so very long, and consequently the cigar factories were able to resume their full production schedule. Probably the short period of time that America was without Tampa-made cigars made the men of the country more anxious to get them than ever before, as the business has increased steadily every year, as we show in our final chapter.

So, altogether, Tampa profited greatly by its visitation of the appearance of war, if not by war itself. The state as a whole is able to claim the distinction of having been the headquarters for an army during a war and the distribution base for supplies, and yet during the entire conflict, not a shot was fired against a foe on Florida soil.

Port Tampa.

Port Tampa was just a quiet little settlement for many years. The principal families—the pioneers of Port Tampa—were the T. J. Mitchells, the Fitzgeralds and the Warners. As more and more people came, Port Tampa began to boast of a gayer and more varied social life than its sister town at the head of the bay.

Port Tampa's boom came when the Plant System extended its railroad along the Inter-Bay peninsula, and made Port Tampa its southern terminal. Then the little group of buildings woke up. A huge wharf was constructed, extending nearly a mile into the bay to deep water later, and Port Tampa could, with propriety, emphasize the "Port" in its name.

At the same time, the social life was not forgotten. The Calumet Club, the building of which is still standing, was probably the best known social rendezvous in the county.

One of the most famous events of the "gay" period in Port Tampa's history was the "Queen's Celebration," which is described by Mrs. T. J. Mitchell in the Tampa Daily Times as follows:

"The town was gay with waving banners. There was the sound of music from bands and orchestras. Everybody was dressed in their best, and 20,000 visitors spilled over the streets. My, that was a wonderful time. They ran excursion trains into the state. England sent over a warship and souvenir buttons.

"I remember they had a special trip up and down Tampa Bay on the steamer 'Margaret,' named for Mrs. Henry B. Plant. It was in honor of the English naval officers, those of our own navy, and the state and city officials."

The Mascotte was the first steamer to ply between Cuba and Tampa. It first docked at Gadsden Point at an old barge house, where passengers were transferred to the Margaret which could navigate the shallow water between there and Tampa. When the Port Tampa dock was completed, however, the Mascotte, and later the Olivette, the second steamer on the run docked there. These two boats were named for comic operas which were enjoying great popularity at the time.

During the Spanish-American War, Port Tampa was, of course, the scene of great activity, as has previously been related. As to the troops quartered there, General Humphreys was in command, and after his departure the quartermaster, Col. Ballinger, assumed the command.

Hillsborough County's most interesting landmark, and one of Port Tampa's oldest buildings was torn down just a year or two ago. This was the old Louisiana Lottery building. It was used as a printery for lottery tickets for the most famous lottery that ever existed in this country. However, the government abolished the lottery in 1890, a year after the building was erected. It was then bought by the

Catholic Educational Association of St. Louis for an investment, and during the war was leased to the government as a supply base. It then became a private school until the city of Port Tampa leased it for a junior high school. It was not suited for this purpose and was vacant for nearly a score of years. It was razed to make a place for a modern school in Port Tampa.

Today, Port Tampa still has some of the importance of its olden days. It is a large phosphate shipping port, sharing honors with Tampa as the largest exporter of phosphate in this country. It has a pay roll of $50,000 a month. It is located eight miles from Tampa, and connected with the city by a street car line and three fine paved boulevards.

When the century ended, and 1900, which is surely destined to see a stupendous growth in what is already "Florida's Greatest City," rolled around, Tampa was no longer a village. Its population was 25,000, it had one well-established industry that made its name known around the world, and its port was attracting attention. Tampa was attracting, not only state investors, but capitalists of the larger cities of the East. Combined with the progressive spirit of the local citizens, and out-side capital, Tampa is bound to keep up the continuous progress it has evinced so far. And, of course, Hillsborough County will keep up with its principal city.

CHAPTER XVI.

Public Utilities the Servants of a City.

Too Often a rapidly growing city is impeded in its progress by retrogressive factions, and consequently may be compared to a human victim of malnutrition. And where these unprogressive factions occur, the fault is often more accurately placed with the public utilities corporations than elsewere.

The preceding brief preamble was included just to contrast what might have been with Tampa's present condition. Tampa, by sharp contrast, has had "public servants" that have excelled in responding to the city's wishes—that have led the way in improving, building, progressing in every way.

To these companies Tampa is indebted; and to Tampa the companies are indebted, for they have partaken of prosperity in the same measure as the entire city.

To illustrate our assertions, we are appending the histories of the four most important internal public utilities, supplying water, gas, electricity and telephone service to the city. There is no disparagement in the order of giving these accounts; the arrangement is the product of chance.

One of the most vital considerations in a city's growth is its water supply. With good water a low death rate is usually found, and with poor water, a correspondingly high death rate is often the result.

During Tampa's days as a village, water was supplied by private wells, cisterns and tanks. The early history of the company that took the place of private water supply is one of hard struggle and difficult financing.

The Jeter-Boardman Water Works Company took the Tampa water franchise as one of a number of water works systems organized by the firm in several different cities, including Ocala, Fla., Macon and Brunswick, Ga. Financial difficulties were experienced at the very outset of the launching of the Tampa project, and as a result it was not until April 20, 1889 that the plant went into operation.

The task of securing sufficient money to finance a water works system for towns of 5,000 population, as Tampa was then, was a difficult one in those days. The company found itself unable to finance its project, but finally appeased the trustee for its outstanding bonds by getting an agreement with the city, by which the city agreed to pay its stipulated hydrant rental directly to the trustee toward payment of interest on the bonds. This was conditional, however, upon the furnishing of the hydrants, and the company was still in desperate straits.

Public subscriptions for the water works were asked for, but despite the fact that the books were held open for a month, not a dollar was subscribed.

Bonds were then offered, but not one was sold.

The company was forced to turn to northern capital and hypothecate its securities for supplies with which to finish the plant. Under these desperate measures the water works got under operation in April, 1889. The original contract called

for over 16,000 feet of eight-inch pipe, 16,040 feet of six-inch, and 11,894 feet of four-inch, a total of about eight miles of pipe.

There was no "daily capacity" in those days, the company's pumps working only long enough to fill a standpipe tank, the pumps then being shut down until the tanks were empty again.

The company was later known as the Tampa Waterworks Company, and as the city prospered, it also prospered.

In 1909 the length of water mains had increased to approximately forty miles, and in 1916 it had over seventy miles in use. At the latter time it had a reservoir capacity of 21,000,000 gallons.

In 1921 there was a daily supply of nearly 7,000,000 gallons of water, contrasted with the minute consumption of the 80's. In 1906, the citizens of Tampa used a total of 600,000,000 gallons of water during the entire year—and some of this might have been spilled, as the records from the water company on this refer to the number of gallons pumped, and not the number actually applied to use.

For years the city discussed the possibility of municipal ownership of the waterworks, but until Tuesday, March 6, 1923, nothing definite was accomplished. On this date tax-payers and property-holders of the city voted "Yes" on the dual proposition for purchase by the city of the plant of the Tampa Water Works Company, and the issue of bonds for the acquisition of a new source of water supply for the city and for extension of the system. The vote, though light, was very decisive. The total stood: 490 for and 126 against.

The day after election, the Tampa Morning Tribune, which had advocated municipal ownership, made the statement following, which is interesting because of the reference to the first water works franchise granted by the city:

"Yesterday's election brought to a close negotiations, wrangles, dissensions, litigation and political manupulations that have extended over practically the entire existence of the incorporated city of Tampa. The origin of the issue is found in city ordinance No. 7, granting the original franchise to the original water works company of Tampa, this ordinance having been adopted and the franchise granted during the regime of Tampa's first municipal administration in 1857. One of the stipulations for the franchise was that the water works eventually should become the property of the city."

As a result of this election, the city took charge of the waterworks, and commenced working on plans to either enlarge the wells, which were the source of supply at that time, or to adopt some other means of supplying water to Tampa. After much more political wrangling, the Hillsborough River was decided on as the source of supply, and it was on the upper portion of the river (above the Tampa Electric Co., dam) that the new water plant was constructed.

This plant represented a cost of about $1,250,000, and should serve Tampa for many years to come. With this plant pure soft water is supplied the city at a reasonable cost. Anson W. Squires was appointed superintendant of the Water Works Department of the city, at the time of the purchase.

THE HISTORY OF THE ELECTRIC LIGHT AND RAILWAY COMPANY OF TAMPA.

The first street railway company of Tampa was formed by an Act of the Legislature in 1885, and the railway was constructed about the year 1887. It was a little narrow guage steam dummy line, commencing at the junction of Marion and Washington Streets, extending thence up Washington to Franklin Street; thence up Franklin to 6th Avenue; thence up 6th Avenue to 14th Street in Ybor City, the train going to Ybor City and back once an hour.

In 1892, the first Electric Railway, was organized by W. H. Kendrick, E. S. Douglass, and Peter O. Knight. It was called the Tampa Suburban Railway Company. When construction work commenced for the Tampa Suburban Railway Company, the owners of the Street Dummy Line, procured from the Circuit Judge, an injunction restraining the construction and operation of another street railway, upon the ground that the Street Dummy Line had the exclusive franchise for every street in Tampa. Application was made before the judge to dissolve the injunction and it was dissolved, the judge holding that no exclusive franchise could be granted. But an appeal was then taken to the Supreme Court by the Street Dummy Line, a bond given and a supersedeas obtained, and as the Supreme Court was then five years behind in its work, the effect of that appeal was to stop all work of the Tampa Suburban Railway Company for five years.

Knowing that a similar mistake would not be made by the Circuit Judge, Peter O. Knight organized another street railway company, called the Consumers Electric Light & Street Railway Company, capitalized at $50,000. The Tampa Suburban Railway Company conveying to the Consumers Electric Light & Street Railway Company all of its property of every kind and character for $26,000, a majority of its stock which gave control to the new company and the balance of the stock was then sold to local people.

The Consumers Electric Light & Street Railway Company then completed the construction of the Street Railway & Electric Light Plant. The line commencing at the Lafayette Street Bridge extending up Lafayette to Florida Avenue, thence out Florida to 8th Avenue; thence out 8th to Ybor City. Again commencing at the Lafayete Street Bridge extending up Lafayette to Hyde Park Avenue, down Hyde Park to Azeele Street; thence on to Ballast Point. Commencing also at Fortune and Franklin and extending thence over to West Tampa. So there were two competing lines of street railway between Tampa and Ybor City.

The Street Dummy Line in the mean time, had discarded the steam locomotive and had electrified its system. Of course, the small town of Tampa could not support two competing lines of street railway and it was simply a question of the "survival of the fittest." Finally the owners of the Consumers Company reduced its fare to two cents and in about four months forced the old Tampa Street Railway Company into the hands of a receiver, and its property was thereafter sold at Receiver's Sale and bought by the Consumers Electric Light & Street Railway Company.

The Consumers Electric Light & Street Railway Company thereafter had numerous internal troubles, and then the Dam on the Hillsborough River was dynamited

and Mr. Chester W. Chapin, who together with his wife, had furnished the money for the construction and development of the Consumers Electric Light & Street Railway Company, became so disgusted with the situation that in October, 1899, he sold the property to a syndicate headed by Stone & Webster, and thereafter the Tampa Electric Company was organized, it having acquired from this syndicate all of the Street Railway and Electric Light property in the city of Tampa and territory adjacent thereto.

From the organization of the Tampa Suburban Railway Company in 1892 up until the organization of the Tampa Electric Company in 1899, the owners of the Tampa Suburban and Consumers Electric Light & Street Railway Company had nothing but litigation and troubles of all kinds and character. After the organization of the Tampa Electric Company, troubles seemed to disappear until in 1905, when H. H. Kirkpatrick and J. P. Martin procured from the city of Tampa, a franchise to construct and maintain a street railway. Knowing that public opinion was in favor of the construction of this new street railway, the owners of the Tampa Electric Company placed no obstacles in the way of such construction, but cooperated with the owners of the new line in every way. The company known as the Tampa & Sulphur Springs Traction Company, completed its line about 1907 and operated until 1911, when it was forced into the hands of a receiver because the city could not maintain two street railways.

Peter O. Knight was appointed receiver of the Sulphur Springs Traction Company and in 1913 it was sold at receivers sale and acquired by the Tampa Electric Company. Some of the tracks were removed and the trackage changed and the system made a complete one, so that now the city has as magnificent a street railway and electric light system as any city in the United States, with a five cent fare and universal transfer throughout the city which no other city in this country has. The City of Tampa today enjoys the lowest street car, light, and power rates of any city in the country; and as indicative of the growth of this city, it might be interesting to note that in 1900, the first year of operation of the Tampa Electric Company, its gross receipts were $154,123. By 1924 the gross receipts had increased to $2,350,000, by 1926 it had increased to $4,871,000 and today they are approximately $5,000,000.

The owners of the property, by careful surveys of the situation and a comparison of other cities believe that the population of Tampa by 1935 will be 350,000 people, and by 1945, will be 650,000 people; and sub-station sites and power sites, etc., have been purchased and a foundation prepared by the owners of the Tampa Electric Company, looking to the taking care of that number of people by 1935 and 1945.

Peter O. Knight, who organized the Tampa Electric Company, was its first vice-president and continued in that capacity for several years, and then was made president of the company, which position he has held for a good many years.

Tampa has but one municipally owned public utility, the water works, but has never felt the lack keenly, for the corporations operating the other utilities have always taken care of the consumers here in a manner which deserves much praise.

And this statement necessarily includes the Tampa Gas Company, which has been in operation here for 33 years.

It was in 1895 that the Tampa Gas Company was organized in Tampa, with Edouardo Manrara, who was connected with V. M. Ybor in the cigar industry, as president; and with Peter O. Knight, A. J. Bardman and Frank Bruen numbered among his associates. The company had offices on Zack Street.

The original storage tank used by the company had a capacity of 30,000 cubic feet of gas.

The present company took over the old company's holdings in 1900. While an important part in Tampa's utilities ever since that time, an amazing contrast is shown between its size in 1903, and the present 1928 establishment. In 1903, the company had 363 consumers—and those seemed partially afraid of cooking with gas, for there were but 109 gas stoves in the city. Wood was cheap then; colored cooks were plentiful, and old-fashioned ideas prevailed.

The company, since those early days has shown a steady and persistent growth, with 1,160 consumers in 1909, annual sales of 35,000,000 cubic feet of gas and 704 gas ranges in the city.

The company moved its offices from its old location to the present one in the Tampa Gas Company Building in 1912. It has also made notable additions to its plant, including one tank with a capacity of 3,000,000 cubic feet (100 times the original tanks capacity,) which is the largest in the state. This gas holder is in addition to the earlier one, built in 1912, which holds 600,000 cubic feet of gas. This, though seeming large, is not exceptionally so, for the daily consumption of gas in Tampa is about 1,700,000 feet of gas per day, including summer months when gas is used for cooking purposes only, and not for heating. The latter figure is based on the total of 600,004,200 cubic feet of gas which Tampa consumers used in 1927.

The company has over 20,000 consumers now, or approximately fifty-two times as many as when the company commenced operations.

While the telephone industry in South Florida was still in its infancy, W. G. Brorein and associates were, in March, 1901, granted a franchise by the city council to operate a telephone business in Tampa. The Peninsular Telephone Company was organized in April of the same year, with the following officers: W. G. Brorein, president; J. W. Barwick, vice president; Guy Huffman, secretary, and they with the following formed the board of directors: S. A. Hoskins, J. A. Hauss, and J. H. Goeke. These constituted the original officers and directors of the Peninsular Telephone Company.

Active operations began in Tampa early in the following year with approximately 700 subscribers. During that time, the Bell Telephone Company, the largest organization of its kind in the country, operated in Tampa in competition with the independent company.

So rapid was the development and expansion of the territory being served by the new company that the officers were taxed to their utmost capacity to meet the demands for service. Recognizing that the two telephone companies in the city

were impractical, in 1906 the independent company purchased outright the entire holdings in the city of Tampa and suburbs of the Bell Company. These holdings included many short toll lines to surrounding cities and communities.

After taking over the Bell property, there was a greatly accelerated telephone development, not only in local, but also in long distance service. New toll lines were constructed, and new exchanges were established in several of the towns and communities surrounding Tampa. This long distance extension was the forerunner of many such developments of long distance service by the Peninsular Telephone Company. In the beginning, there was practically no long distance service south of Jacksonville, now the company handles several such calls a minute.

Telephone history throughout the country has always been punctuated at one time or another with the crisis of tearing down the original plant and what has been added more or less haphazardly to it, and rebuilding with completely new and modern equipment. In the case of independent telephone history, this has been generally the financial rock against which many an independent concern has crashed. The Peninsular Company, however, was more fortunate.

It had begun, at the time of its organization with an authorized capital stock of $50,000, but before the end of its first year it had increased its capital to $500,000 in stock and an equal amount of bonds. This made it possible to install small exchanges, ranging from 50 to 500 telephones in several counties, but the total number of telephone subscribers was very small.

In 1914 the Peninsular Telephone Company's crisis came. The common battery system, which had served Tampa well for a dozen years, was becoming outgrown, and the quarters on Zack Street, over a music store, were becoming more and more cramped. The war, just begun, brought restrictions to the manufacturing end of the telephone industry, and new equipment was hard to get.

The management was faced with the alternative of enlarging the system as best they might, as a temporary stop-gap, or casting it all aside and beginning anew with a new system, a new plant and a new building. Of course the latter was more costly, and to take that step required courage and approximately $1,000,000. Both were available.

In 1914 ground was broken for a large and commodious telephone building at the corner of Zack and Morgan Streets. It was four stories high, and in the opinion of the heads of the company, would serve Tampa for several decades.

Having begun the new building, the next step was to procure and install the new apparatus and equipment. "What we want for Tampa," said President Brorein, "is the best." And, as a result of this, Tampa had the distinction of being the first city in the South to use the Automatic telephone equipment. It was installed during 1914, and on March 4, 1915, was "put-over," replacing the battery system which had served the city so well.

Since then, the growth in telephones has been rapid, and today there are five automatic exchanges operating in the city proper, serving subscribers in the Hyde Park, West Tampa, Seminole Heights, Ybor City, and the down-town business sections.

Only a few years ago, there were only 20,000 telephones in the entire system served by the Peninsular Telephone Company. Now, there are over 50,000 telephones in the company's territory. Almost half of this number is in Tampa. In addition to this city, the company serves St. Petersburg, Lakeland, Bradenton, Plant City, Sarasota, Clearwater, Bartow, Lake Wales, Tarpon Springs, Winterhaven, New Port Richey and Safety Harbor. In all of these towns the company is giving the best service known in the South—or for that matter in the country.

The best indication of the company's faith in Tampa and its preparations for the future may be found in the recent building program. Its principal feature was a fine twelve-story addition to the four-story structure on Morgan Street. This is a striking example of the recent growth of Tampa as it was slightly more than a single decade between the completion of the building that was to "last for decades" and the completion of the huge annex. The company has also built a new two-story exchange building to take care of extra requirements in the Davis Islands section.

CHAPTER XVII.

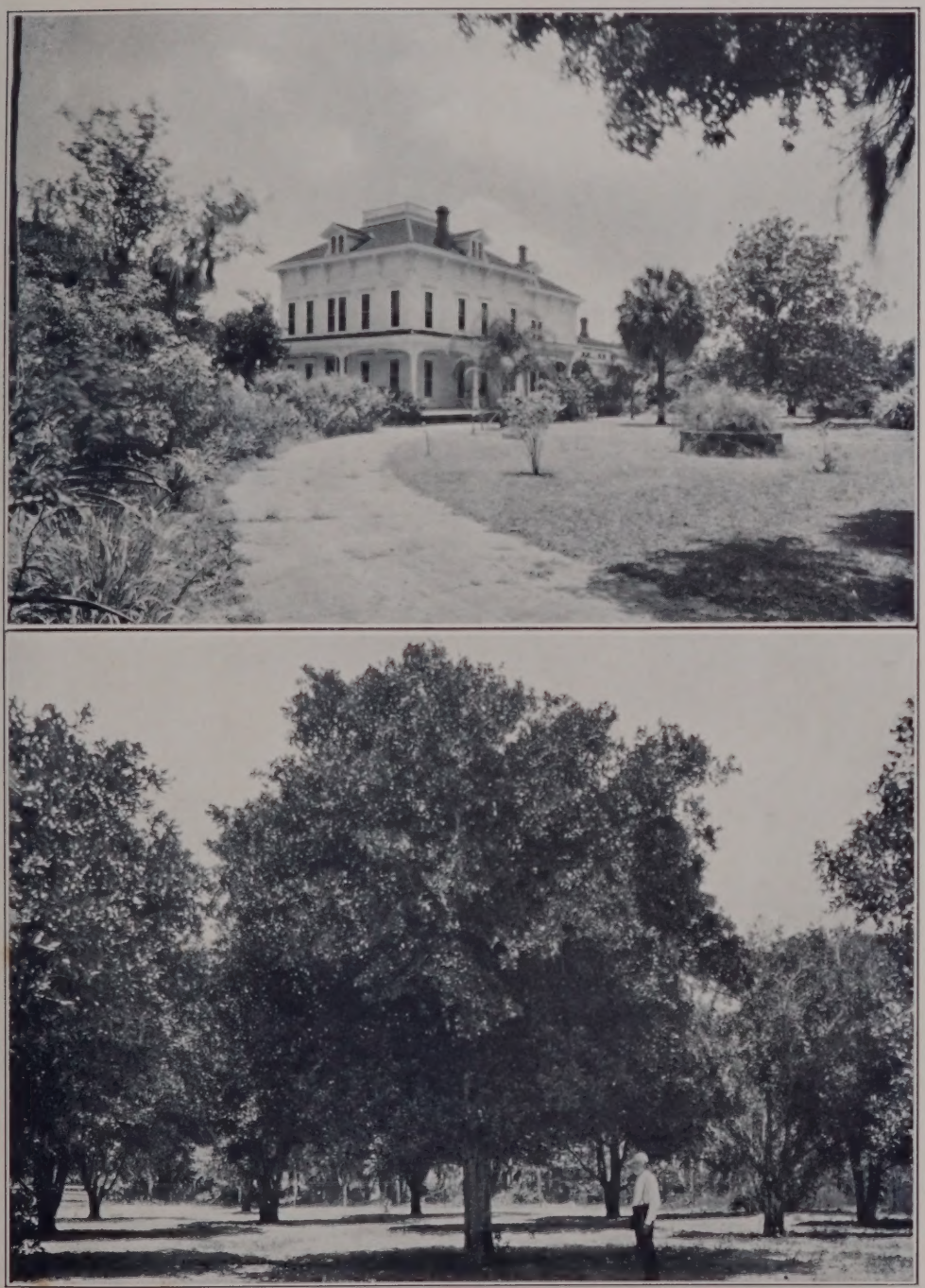
Thonotosassa.

Of the many beautiful lakes scattered like gems amid the forests and hammocks of Hillsborough County one of the largest and most picturesque is Lake Thonotosassa about fourteen miles northeast of the city of Tampa. The lake is oval in shape, several miles long, and nearly as wide, with unusually high, sloping shores and a wide sandy beach. Surrounded by magnificent forest it was from time immemorial a place especially loved by the Seminole Indians who had been the occupants of this region for untold centuries before the white man first came to make a home in the wilderness.

Lake Thonotosassa, or as it was called by the Seminoles, Tenotosassa, was attractive to the aborigines because of the fish in its waters and the game that inhabited the surrounding forests in great abundance. Then also there were near it deposits of flint rocks so useful for their weapons and tools. Hence comes the name which means "Lake of Flints." On the shores of this beautiful lake was the chosen scene of the annual "Green Corn Dance" of the Seminoles. Each year when the crescent of the new moon was in the western heavens during the month of June there gathered the Indians from all Southwestern Florida, coming from great distances to be present at this mid-summer festival. At this time was held the annual meeting of the chiefs and old men of the tribe who acted as a sort of high court to decide all disputes arising among members of the tribe and to mete out punishment for those convicted of offenses against the laws of the Seminoles. This was also the time of feasting and rejoicing over successes in hunting and in war. Marriages were celebrated and all the affairs of the tribe were settled for the year.

The early white settlers also found this region around the lake a most attractive place. But on account of the Indians who were never very friendly and often openly hostile to the white man no permanent settlements were made here until after the first Seminole war had come to an end. Soon after Fort Brooke was established on Tampa Bay in 1823, another military post, called Fort King, was located where the city of Ocala now is, about one hundred miles north of Fort Brooke. A road, or in reality, a trail, was opened between the two forts, which became known in Fort Brooke as the Fort King road. This road lead in a northeasterly direction from the fort at the mouth of the Hillsborough River, following very nearly what is known as the Harney Road, on to near the south end of Lake Thonotosassa, thence along the high land to the west of and within sight of the lake, and then on accross the Hillsborough River, where later a ferry was established, and then continued in a northerly direction to Fort King.

It was over this road that supplies and mail were brought to the little settlement on Tampa Bay. Over this road came some of the earlier immigrants to Hillsborough County. It was along this road that Major Dade led his band of soldiers on their ill-fated expedition in 1835.



Upper—Belvedere on Lake Thonotosassa, built by General Hazen in 1879. Now the Home of Mrs. H. H. Stebbins.

Lower—Orange Tree planted in 1835 by Major Dade. Martin M. Miley in foreground on whose farm the tree now stands.

After the close of the Seminole War in 1842 Billy Bow-legs, a famous chief of the Seminoles, had his Indian village established on the shores of the lake, where the beautiful estate of Belvedere, now the home of Mrs. H. H. Stebbins, is located.

White men had attempted to build homes for their families in this favored section but had always been driven away by the danger of Indian attack. In 1846, however, William Miley, a hardy pioneer with his wife and five small children had established a home, and, despite frequent danger from marauding Indians, and several flights with his family to Fort Brooke, he maintained that home as long as he lived and it is still in the family.

In the month of December, 1846, there came news of hostile Indians at a time when William Miley could not take his family to the fort for protection. So he hastily gathered his children and sick wife into a fortified log cabin near his home. That night an Indian woman wandered into the neighborhood and was taken in by Mr. Miley. Before morning a son was born to Mrs. Miley and the Indian woman also gave birth to a son.

The Indian woman left in a few days, but the kindliness with which she had been treated by the white family was evidently appreciated by the Indians, who thereafter left the Miley family unmolested. The baby, named Martin M. Miley, born under such trying circumstances grew into stalwart manhood, a splendid example of the sturdy pioneers who made Hillsborough County. As a young man he served with notable credit as a soldier in the Army of the Confederacy.

He was an able assistant of General Hazen in proving the value of orange growing as a commercial enterprise. At the advanced age of four score years, Martin Miley is still vigorous and active in mind and body. He still lives on the old Miley homestead.

On this farm is an orange tree with a most interesting history. When Major Dade and his company started on their famous march toward Fort King in December, 1835, they rested and ate their lunch on the first day at a point about three miles southwest of Lake Thonotosassa. They had some sweet oranges which had just been brought to Fort Brooke from Cuba, a rare treat in those days. They ate these oranges and dropped the peel and seeds on the ground. The seeds sprouted, took root, and grew into trees. In 1850 they were regularly bearing fine, sweet oranges. William Miley transplanted several of them to his farm. In the course of time all except one died, but that one still stands a splendid specimen of the Florida seedling orange tree. It has passed safely through the great freezes of 1886 and 1895. It has been twisted and broken by wind storms, but has recovered from all these hardships and still bears large crops of delicious oranges. This tree, undoubtedly the oldest orange tree in this part of Florida, has borne as many as sixty-five boxes of oranges in one season.

Just before the freeze in the winter of 1894-95 from this fifty-year-old tree Martin Miley picked 9,770 oranges by actual count and sold them for one cent a piece in Tampa. This tree has furnished seed and buds for most of the old seedling groves in this part of Florida.

CHAPTER XVIII.

The Development of a Port.

Of all Tampa's attractions to business men and investors, the greatest is her port; of all Hillsborough County's attractions, the greatest is her convenient available port on Tampa Bay. Neither county nor city would have experienced the growth and prosperity which they now enjoy were Hillsborough an inland county. Tampa—Florida's greatest city; Hillsborough County—Florida's leading county in nearly every respect—are indebted to Nature's goodness in placing the huge arm of the sea in such an advantageous position. Some city's must build a port to fit the city—Tampa will not for decades grow to fit her superb port.

In order that the account of port development may be readily understood, we are first giving the geographical and topographical description of Tampa's harbor (abridged from Federal reports by Col. S. M. Sparkman):

Entrance about 220 miles north of Key West; 330 miles south of Pensacola; 360 miles from Mobile and 512 miles from New Orleans. The form of the Bay resembles that of a Y, of which Tampa Bay proper constitutes the stem, Old Tampa Bay the upper left branch and Hillsborough Bay into which flows the Hillsborough River, the upper right branch. The Bay varies from 7 to 10 miles in width, and has two main entrances from the Gulf of Mexico. The main channel running north of Egmont Key is known as Northwest channel, and the lesser channel south of Egmont Key as southwest channel.

Old Tampa Bay is about 13 miles long, 2 miles to 6 miles wide. Natural depth of 1 to 36 feet.

Hillsborough Bay is about 9 miles long, 4 1-2 miles wide, natural depth varies from about 14 feet at the entrance to 16 to 18 feet between the center portion, diminishing to 5 or 6 feet near its head at the mouth of Hillsborough River. The width of the river channel is from 300 to 500 feet wide below Lafayette Street Bridge, and then averaging 125 feet to Sulphur Springs, 8 miles by the river above the mouth, and thence about 100 feet to the Dam. The Hillsborough River rises northeast of Tampa, is about 51 miles in length and has a drainage area of approximately 260 square miles.

The City of Tampa lies at the head of Hillsborough Bay and Port Tampa at the southwest corner of Interbay Peninsular.

Prior to any work being done a draft from 20 to 21 feet could be carried at mean low water from the Gulf of Mexico to deep water south of Interbay Peninsular, and 15 feet over the shoals to Tampa Bay to Port Tampa. Vessels drawing 12 feet could enter Hillsborough Bay at low water. There was a channel from the entrance of Hillsborough Bay to Tampa of 12 feet to a point about 3 miles south of Tampa, the channel from thence running west of what was known as the Big Island, now a part of Davis Island, was a tortuous crooked channel through the Hillsborough River, with a channel depth of not more than 5 feet up to a point about 200 feet south of Lafayette street Bridge.

Upper—Port of Tampa in 1885.
Lower—Port of Tampa in 1925.

Hon. S. M. Sparkman has also furnished this history with a complete account of all governmental action in connection with widening and deepening which follows, with a few minor changes and additions:

Small boats intending to come into Tampa had to wait at Ballast Point for high tide in order to make the remainder of their voyage. These ships ranged from three hundred to seven hundred tons, as a rule.

The first survey was ordered by Congress March 3, 1871. This survey was conducted under the direction of Colonel Thompson, stationed at Mobile, but no actual improvements resulted.

In 1879 another survey was ordered which was directed by Lieutenant-Colonel Damrell, of the Mobile headquarters. This survey was for the purpose of determining the feasibility of deepening the natural channel in Hillsborough Bay to nine feet.

This project resulted in the adoption of the River and Harbor Act of June, 1880, providing for work through Hillsborough Bay to the River, modified in 1888. The amount expended on this project was $130,000, of which $50,000 was expended in Old Tampa Bay, $80,000 in Hillsborough Bay. These expenditures deepened the channel through Tampa Bay to Port Tampa to about 19 feet, in Hillsborough Bay up to the mouth of the river to about 7 feet.

By 1886, $60,000 had been spent in making channel improvements in Tampa Bay, resulting in tortuous channel ranging from 60 to 160 feet in width, and averaging 8.3 feet deep from deep water in Tampa and Hillsborough Bay to the mouth of the Hillsborough River. Realizing the impracticability of making Tampa even a third-class seaport with a channel so difficult of navigation, it was recommended that the U. S. engineers modify the nine-foot project to eight feet in Hillsborough Bay and make a channel 200 feet wide and 20 feet deep from the outer bar of the harbor to Port Tampa. In the annual report of 1886, it was stated:

"For a comparatively small sum, this entrance (to Port Tampa) can be improved to admit vessels of 20 feet draught, and such vessels lying at wharves near Little Mangrove point would be but little further from Tampa than the present anchorage of ten feet draught. The South Florida Railroad is even now running its track to this point with the design of making its terminal there for the Key West and Havana steamship, vessels of which are served by lighters from Tampa." The work on this 20-foot channel was begun in 1889 and completed in 1891.

The next project was adopted by the River and Harbor Act of 1899 which provided for a depth of 12 feet from a point 200 feet south of Lafayette Street Bridge to the mouth of the river, thence south in nearly a straight line as practicable through Grassy Key to the 12-foot contour south of Big Island, with a turning basin at the mouth of the river.

A third project was adopted by the River and Harbor Act of 1903 which provided for a channel 20 feet deep from the mouth of the river to the 20-foot contour in the Bay, and embracing the 12-foot channel above described. This project was completed by the middle of 1909. In the meantime Hendry & Knight had begun and completed the construction of a 20-foot channel from the turning

basin at the mouth of the Hillsborough River for about 2,000 feet to a point near the S. A. L. railroad extension. This channel is about 300 feet wide.

When the 12-foot channel was completed a steamship line to Cuba from Tampa was started, but was abandoned after a short interval of service.

The 20-foot channel made Tampa a real seaport in every sense of the word. Both coastal and foreign trade were attracted to the city's wharves. Wharves, warehouses, phosphate elevators and coal chutes were constructed to meet the demands of Tampa's increased shipping. Lumber from the backcountry of the county began to come in for shipment in much greater quantities than heretofore. Railroads were extended to connect with the increased harbor facilities, and big ships arrived in ever-increasing numbers until Tampa harbor again needed expansion. Not only was the channel too narrow, but also the waterfront was inadequate for safe accomplishment of loading and unloading.

As a result of this congested condition the River and Harbor Act of 1910 adopted a fourth project providing for a depth of 24 feet from the Gulf to the mouth of the Hillsborough River, thence eastward from the turning basin to Hendry & Knight channel to the mouth of the Estuary, thence northward through the Estuary to the head of the same, with a turning basin at the mouth of the Estuary, thence through what is known as Sparkman Bay to a connection with the main channel running south from the mouth of the river, the width generally being about 300 feet except in the main ship channel at the entrance to the Gulf, which was 500 feet in width.

This project was coupled with a condition that no expenditures should be made on that part of the harbor between the new turning basin and Ybor City channel until the Secretary of War should be assured that the local municipality would construct wharves with slips having an available length of not less than 1400 feet which should be open for the use of the general public, under reasonable regulations and charges, and also that the municipality would obtain such control of the property for at least 700 feet on each side of the proposed Ybor Channel throughout its length as would insure its use primarily in the interest of general commerce on equal terms to all, and that all wharfage charges and regulations should be reasonable and fully controlled by the municipal authorities, subject to the approval of the Secretary of War. These conditions were met within a year or so after the passage of the Act of 1910 by the securing by the City of 1400 feet of frontage on the Estuary, 700 feet on the west side and 700 feet on the east side thereof, and by having given satisfaction to the Secretary of War that the other conditions would be complied with. This project was partially completed when in 1917 a 5th project was adopted calling for a depth of 27 feet over the same reaches of the channels above mentioned, coupled with the condition that no work should be done by the U. S. under such project until the City of Tampa should have given assurances satisfactory to the Secretary of War that the City of Tampa would within a reasonable time and when in his opinion the facilities are needed, acquire full ownership and possession of sufficient land for the establishment of terminals fronting on the Ybor Estuary, to complete the construction thereon of piers and

slips in accordance with plans for development of the Ybor Estuary Zone, approved by the Secretary of War, or such other plans as he might approve, to build adequate warehouses and storage sheds on these piers and equip them with suitable rail facilities and freight handling appliances, and would construct and put in operation a municipal railroad having physical connection with all railroads entering the City of Tampa, and available channel frontage on both sides of the Estuary in accordance with the plan of development of the Estuary zone approved by the Secretary of War, would open, pave and make available for use a sufficient number of streets and highways to give proper access to all parts of the Estuary Channel frontage, would open these terminals for business under a schedule of reasonable wharfage charges and a set of regulations to be approved by the Secretary of War for the control and operation of the property fronting on the Estuary Channel designed to insure its use primarily in the interest of general commerce on equal terms to all. All these conditions have practically been complied with and the work has been completed within the last year to a 27-foot depth.

In addition to this the city has constructed a slip on the west side of the Estuary channel 27 feet in depth, about 900 feet long and 250 feet wide, with a well equipped ware house and wharves adequate no doubt for the present, but hardly for the near future.

It may be added further that the control by the city of Tampa over the inner harbor is somewhat unusual in harbor development and control in the United States as no other place in the country perhaps has such complete control over its terminal charges and over the handling of its water commerce.

The cost of all the work undertaken by the Federal Government during the years from 1880 to 1926 was $5,352,114.45, with a maintenance charge of $542,532.40, all of which, except $130,000 was expended after the adoption of the project of 1899, calling for a 12-foot channel.

"The result of this work and expenditures," Hon. S. M. Sparkman says, "is a 27-foot channel with a Minimum width of 300 feet, both to Port Tampa and the City of Tampa, enabling deep draft vessels to reach these places and investing them with all the advantages of a deep water port.

"In addition it has made Tampa the receiving and distributing center for a large area and has contributed largely to the development of middle and southern Florida.

"The commerce has increased since the adoption of the 12-foot project in 1899 from a minimum of about 27,000 tons in Hillsborough Bay to upwards of three million tons in June, 1927. The entire channel tonnage both of Tampa and Port Tampa being now well under four million tons. While these great results have been attained since and including the adoption of the 12-foot project of 1899 the channel should still be deepened to at least a depth of 30 feet with increased widths in several places in the channel between Tampa and the Gulf as it frequently happens that vessels can only take on a partial load at Tampa, going elsewhere to complete their loads before sailing finally to their points of destination."

The following extract from the Congressional Record, showing the proceedings of the house on February 24, 1887 explains why that date should be remem-

bered by every Tampan. When Tampa became a port of entry, so that foreign vessels could enter the magnificent bay, a new opportunity was given to grow and expand. The extract follows:

"The Speaker laid before the House the bill (S2992) to make Tampa, Fla., a port of entry; which was read twice by the title.

"Mr. Davidson, of Florida: I ask unanimous consent of the House that I may be permitted to make a brief statement in reference to this bill, and to request that it be considered now. This bill has passed the Senate. A similar bill has been considered by the Committee on Commerce of the House and reported favorably, and the necessity for the passage of the bill is very urgent. As will be seen from the report of the committee of the House last summer, the Postmaster-General made a mail contract for the carriage of the United States mails from Tampa and Key West to Havana and return. This mail is now run in connection with the fast mail on the Atlantic Coast Line.

"In addition to this mail line, there is also a weekly line from New Orleans to Tampa, Key West and Havana, and a semi-monthly line from Tampa to the Bahamas.

"Another company has offered to put on a steam line from Tampa to Aspinwall, and several business houses have also proposed to put on good steamers to ply between Tampa and Central America and West India ports. (Cries of "Vote!" "Vote!")

"The Speaker. The gentleman from Florida asks unanimous consent that this bill be now considered. The Clerk will read the bill.

"The Clerk read as follows:

"Be it enacted, etc. That the port of Tampa, Hillsborough County, Florida, be, and the same is hereby, made a port of entry.

"There being no objection, the bill was ordered to a third reading; and it was accordingly read a third time and passed.

"Mr. Davidson of Florida, moved to reconsider the vote by which the bill was passed; and also moved that the motion to reconsider be laid on the table.

"The latter motion was agreed to."

Since that date, Tampa's foreign commerce has far exceeded the expectations of Col. R. H. M. Davidson, Florida's representative in Congress from the First Congressional District. After that time, this district was ably represented by Hon. S. M. Sparkman, who secured many of the appropriations which deepened Tampa's channel and made the city available to outside shipping.

Before the deepening of Tampa's harbor, the principal excuse for the existence of shipping here was the export of cattle to Cuba. When phosphate was discovered in Florida, Tampa became the leading exporter of phosphate in the country. This is a position which has never been wrested from the city; probably it never will be.

In 1900 the port boasted of several steamship lines, mostly engaging in coastwise trade, using ships of small burden. A few, however, struck out to Central America and the Antilles, and others to important gulf ports in other states.

These lines, with the boats operating under their flags, were:

Henderson line, serving Tampa, Cedar Key, Key West and Havana. Plant system, operating the Mascotte, Olivette, Martinique, Miami, City of Key West, Florida, Cocoa, Tarpon, and Margaret. These plied between Port Tampa and Key West, Havana and Jamaica, St. Petersburg, Manatee River and Fort Myers.

Tampa Steamship Company, operating one steamer from Tampa to Mobile. This steamer, the Josephus, was the largest steamer to tie up to the Tampa wharves during the years around 1900.

Honduras line, dealing in fruits, especially bananas from Honduras. Independent line, bringing fruit from the Manatee River groves. Tampa, Hunters Point and Sarasota line, carrying fish and vegetables. This last-named company operated the steamers Lewis and Anthea.

In addition to the steamers, many sailing vessels came into port when Tampa was in the embryonic stage of port development. In fact, there were more schooners visiting here than steamers, though the total tonnage probably was about equal.

Even in the early part of the present century, large ships were unable to approach the city or the mouth of the Hillsborough River, and were forced to load at Gadsden's Point—nine miles from the present terminals.

In general the same size steamers came here as now. But 100-ton lighters were used to carry the cargoes out to them for transfer to the holds of the larger vessels. It was often impossible to load ships, however, for in rough weather the men got sick. Sometimes, as one of Tampa's old-timer stevedore's reports, these men would be taken ashore, and new crews engaged.

In addition to the steamers, barks, barkentines, and schooners anchored in the waters of Tampa Bay. These was always a great preponderance of the latter. Full-rigged ships, now a rarity, were often seen then.

Pine and cypress lumber and crossties for railroad use in New York and other eastern states comprised the load of the outgoing cargoes. The lumber was shipped to coastwise ports and to Cuba. Very little of it was sent abroad. Pensacola and other gulf ports had a monopoly of foreign lumber trade at that time.

Tampa shipped watermelons, too, in those days, as all the colored dock-hands and longshoremen knew. The melons were shipped to Key West and to Havana. An amusing interlude often occurred when a dusky laborer would drop a melon which, of course, was broken into many pieces. Strangely enough, the laborers would never break a green melon, but always selected a ripe juicy one. When the mishap (or fortune, according to the point of view) occurred, they all quit work and rushed for the luscious fruit.

Just over twenty years ago, Captain Phillips, a preacher, brought a four-masted schooner here to take out the first cargo of crossties. The schooner, the Lewiston, brought in the creosote piling for the first docks on Seddon Island at the old elevator there. Modern elevators long ago displaced this first elevator which did not have any docks or other proper facilities.

The first schooner to load at Hooker's Point (now occupied by the terminals of the Mexican Petroleum Co.), was the Harry W. Haynes. The Tampa Northern Railroad ran a spur to this point. It carried lumber which was loaded on to

schooners and full-rigged ships, the only craft docking there at that time. They arrived in ballast.

The first steamer unloaded by the Swann Terminal Company, was the Garcia, which brought the first cargo of cedar lumber received here.

The first freighter of the Mallory line, Tampa's principal water freight carrier, to arrive in Tampa was the Rio Grande. That was about 18 years ago. She carried a small number of passengers from New York, and after they disembarked she went on her way to other gulf ports. She had no cargo for Tampa, as the Mallory line had no docks here, only a loading place.

The schooner Josephine was the first ship loaded at the Southern Steamship Company docks, which the Gulf and Southern Steamship Company has succeeded. She left here with a cargo of switch ties.

R. A. Crowell had a little fleet of schooners in Tampa's early days. They brought bananas from Honduras, and returned with lumber and general cargo. D. Collins Gillette was the largest lumber exporter from Tampa at that time, the Tampa-Havana Lumber Co., being the second largest shipper. The Zimmerman firm was the largest importer of cedar logs.

It is a far step from the Tampa port of yesterday with its shipping of picayune proportions to the magnificent harbor today, teeming with marine activity. Thirty years ago, Tampa had a natural shallow harbor and no more. Optimists and far-visioned people might have seen a tremendous growth for the future—but they would have been laughed to scorn then had they predicted what is today an accomplished actuality.

When the Rio Grande whistled for a pilot off Egmont Key, the lone pilot probably thought some mistake had been made on the part of the crew of the Rio Grande. This steamer, which drew 9 feet of water, loaded, and had a tonnage of 1,500, was probably the first large steamer to penetrate Hillsborough Bay. Legend says that when the ship arrived near the foot of the Hillsborough River, the inhabitants of Tampa declared a holiday, and made of the occasion a gala festival.

Today, a crowd cannot be gathered to exclaim over Tampa's shipping, unless a full-rigged ship, or some other reminder of ancient shipping history, appears in port. This was shown especially by the two visits that have been made to this port by the Belgian ship L'Avenir, a full-rigged ship. Tampans gazed at that ship open-mouthed, but made no comment on the many huge freighters, tankers and passenger boats at their docks. Of course not, the latter sight was too common!

Figures are good indications of growth, although not containing very many thrills. The estimated value of all commerce in the port of Tampa for the year 1927 was $224,512,058. The total water vessel tonnage, which includes all interstate and foreign shipping was 4,170,262 tons.

In 1900 about three or four hundred vessels passed the Egmont Key bar to come into Tampa Bay. These could be bound for either Tampa, Port Tampa, or St. Petersburg. In 1927, 2,874 vessels came into Tampa harbor alone—this is a growth over 1926 of about 250 vessels.

This number of vessels is divided as follows:

Sailing Vessels.	
United States	89
Great Britain	66
Honduras	2
	—
	157
Steam Vessels.	
United States Steamers	1048
Tankers	262
Barges	141
Motorships	41
Tugs	104
Intra-state	486
Foreign Steamers.	
Panama	59
Great Britain	82
Italy	39
Holland	36
Sweden	42
Norway	40
Cuba	232
Japan	26
Spain	20
Honduras	26
Germany	23
France	4
Portugal	2
Belgium	2
Peru	2
	635
Grand Total	2,874

Tampa's exports exceeded her imports by slightly over 300,000 tons. Cargo into Tampa was 1,330,940 tons, and out of Tampa was 1,869,348 tons, which makes a total cargo tonnage of 3,200,288 tons.

Phosphate shipments for 1927 amounted to 1,534,266 tons, an increase over 1926 of 111,971 tons. Phosphate is Tampa's principal export. Figures on oil, Tampa's principal import are not available at the present time, but the city's staticians are confident that there will be a substantial increase in tonnage over the import of oil in 1926.

One of the best criterions of a port's business is in its customs receipts. Tampa's port trade enriched Uncle Sam's coffers $2,630,554.43, and increased in receipts over 1926 of $123,293.43.

Tampa's present steamship lines are the Mallory line (freight only), Bull line, Lykes Brothers Steamship Company, Tampa Inter-Ocean, Gulf and Southen Steamship Line, and the Peninsular and Occidental Steamship Company.

The Mallory and Bull lines have headquarters elsewhere, but the other companies are Tampa-controlled. Lykes Brothers and the Tampa Inter-Ocean operate United States Shipping Board vessels. The Gulf and Southern operates the two vessels the "Tampa" and the "Madison" between Tampa and New Orleans. The P. & O. operates the steamers "Cuba" and "Governor Cobb" betwen Tampa, Key West and Havana.

One of the old ships that has disappeared from Tampa waters, is still seen on all city documents. That is the Mascotte, a picture of which forms the center of the city's official seal. It was used on the seal at a time when the Mascotte represented Tampa's water commerce. The Mascotte would be lost in Tampa Bay today.

An interesting detail about Tampa is that probably more ships are named for this city than for any other city its size in the world. Five ships have been christened Tampa; four of them are still afloat.

There is the U. S. S. Tampa, taking the place of the old coast guard cutter Tampa, which was sunk in Bristol Channel, off Great Britain, during the World War, with all on board.

Next comes the Tampa, a 10,000 ton steamer built here at the Oscar Daniels shipyard during the war for the government.

The Gulf & Southern line is operating a steamer named the Tampa, as has been previously mentioned in this chapter.

And then there is the Norwegian motorship of 6,200 tons, which visited this port on its maiden trip two summers ago.

Everyone of the ships mentioned is a credit to the port for which it is named. These ships, and the thousands of ships that enter this port, carry the name of Tampa to every country of the world. One thing is certain, a person unacquainted with Tampa or Tampa's reputation as a port, is not, you may take it for granted, connected in anyway with the sea, or with those who "go down to the sea in ships." The latter need no introduction to "Florida's Greatest City."

CHAPTER XIX.

West Tampa: A City Made to Fit An Opportunity.

Cities often grow because they have a fine harbor, an excellent climate, a railroad junction. For these reasons the City of Tampa grew, and became the largest Gulf port in the state of Florida. But West Tampa, just across the Hillsborough River from Tampa, grew, not because of the geographical or climatic possibilities, but because one Tampan saw an opportunity, and grasped it. West Tampa was planned and thought out beforehand. There were no astounding developments, because such developments had been anticipated.

It was, in brief, a city that was conceived, flourished and grew, and passed out of existence in twenty-nine years. Paradoxically, while the city can still be found, it is no longer a city.

With such preamble, we proceed to briefly outline the history of Tampa's sister city, which passed from legal existence January 1, 1925, by annexation to Tampa. When annexation to Tampa was first proposed, West Tampans spoke excitedly about "the octopus", which would soon swallow the little city on the west bank of the Hillsborough. Now, they are loyal Tampans, and point proudly to the latest population figures for the combined municipality.

In the early 80's, cigar manufacturers from various parts of the country and Cuba sought locations for their factories here. The account of how Ybor and Sanchez & Haya came here has already been told in a preceding chapter. Tampa was then a very small village, with very little capital to induce factories to locate here.

At that time several residents owned large tracts in the vicinity of Tampa. They realized the value of their land and the amount to which their holdings would be enhanced by the establishment of other cigar factories. These residents, however, were unwilling to offer anything in the way of inducement, the story goes.

Col. Hugh C. Macfarlane, a prominent attorney of Tampa, at that time owned a tract of 200 acres of land, now West Tampa. He was the first to offer a factory site to manufacturers who would operate on his lands and employ a stipulated number of persons.

The donation was successful. In five years' time, ten leading clear Havana manufacturers had located, and are still operating businesses in West Tampa. From that time on, West Tampa gained in factories and population.

According to uncertain records, the factory of O'Hara and Company was the first to accept Colonel Macfarlane's offer. The next was the famous factory of Cuesta-Rey, which is still in operation. It furnishes the cigars for King Alfonso of Spain, and many other notables. The factory of Theodore Perez came next, and closely after was the factory established by Arango, Rico and Guerra.

The town of West Tampa was incorporated May 18, 1895, and stood as a municipality for twenty-nine years. Her first mayor was Fernando Figuredo, who for a number of years has been the treasurer of the island of Cuba.

West Tampa, being a creation of man, rather than a casually-growing municipality, was well-laid out in modern fashion. For a number of years it maintained one of the most adequate municipally-owned parks in the state. This park was given to the town by Colonel Macfarlane, and represents about forty acres. It still bears its founder's name. On it is maintained a golf course, baseball diamond, and other amusement facilities.

West Tampa progressed rapidly with the coming of the cigar manufacturers. In 1895, when it was incorporated, the state census gave it a population of 2,815. The approximate beginning of its growth is placed about 1890, when the first bridge across the Hillsborough River and the Tampa Bay hotel were put into service.

In 1897, Colonel Macfarlane, together with several associates, including Matthew Hooper, W. W. Hooper, Philip H. Collins, George N. Benjamin, L. B. Skinner, and A. C. Clewis, completed the bridge across the river which was known as the Fortune street bridge. This led into the heart of West Tampa, and was of great benefit in persuading Tampans to live in the rapidly growing town. This bridge was replaced in 1906 with a steel and wood structure, through an agreement between the city of Tampa and the Tampa Electric Company. The new bridge was used to handle the electric company's West Tampa street car line.

In January, 1925, after considerable agitation, West Tampa became a part of the city of Tampa, under an act of the Florida state legislature. At the time it was to be officially annexed, Edgar W. Waybright, Jacksonville attorney, threatened to take out an injunction to retain the municipality, in behalf of bondholders, whose names he refused to divulge. No legal action was taken, however, and January 1, 1925, West Tampa dropped its official name, and became a part of Tampa.

At the time that West Tampa disappeared from official existence, it had three beautiful parks, approximately ten thousand citizens, two and one-half square miles of developed territory, several fine public buildings, and over thirty brick commercial structures. In addition to this list of improvements, West Tampa had fifteen miles of paved streets and about twenty miles of sewer pipes.

The boundary lines of the city when it was annexed ran on Tampa Bay boulevard west from the river to Lincoln avenue, south on Lincoln avenue to Cypress street, east on Cypress street to Armenia avenue, south on Armenia avenue to Gray street, east on Gray street to the Atlantic Coast Line tracks, and along the A. C. L. tracks to West Tenth street.

There were approximately twenty large cigar factories and many smaller ones in West Tampa in 1925, which produce nearly one-half of the total Tampa district output.

One of West Tampa's assets is its fine Public Library, which was taken over by the Tampa Library, endowed by Andrew Carnegie in 1913. The library has books in English, Spanish and Italian, and has magazines and periodicals in all three languages. The building is a beautiful structure, and the airy reading room

is patronized every evening by scores of residents who work in the daytime, and wish to obtain knowledge in their spare moments.

The main business streets of the West Tampa district are Main street and Howard avenue, on which there are about thirty mercantile establishments. The Centro Espanol club building on Howard avenue and Cherry street is one of the main centers of recreation in West Tampa. There are game rooms, a gymnasium, a moving picture theatre, and other facilities for recreation in the building, which is a branch of the main organization in Ybor City. Another progressive organization is the Society Sicilia, which occupies commodious quarters in a new club building at Howard and Spruce streets.

One of the sound institutions of West Tampa is the Bank of West Tampa, which was organized in 1906. It is located in a substantial building on the corner of Howard avenue and Main street.

As is related in the chapter on schools, West Tampa is adequately served by fine public schools, in addition to several missionary schools established by churches in West Tampa. Among the settlements and missionaries are the Rosa Valdes mission for children, on Oak street and Francis avenue, established by the Methodist churches; the Italian Baptist Mission on Armenia avenue and Oak streets; the Union Congregational church mission on Armenia avenue and Green street; and the Academy of Holy Names, on Francis avenue and Warner street. There are four churches in West Tampa.

Three street car lines, the Ross Avenue, the Grand Central and West Tampa divisions, place the West Tampa district within easy reach of Tampa, Ybor City and other places.

CHAPTER XX.

Modern Highways.

Until any section of a country is so provided with means of transportation that it is welded into a compact whole, that section cannot be said to be progressive. Under no consideration can Hillsborough County be said to be lacking in this respect. Forming a network of roads that reach to the adjoining counties, crossing and recrossing throughout the width and length of Hillsborough County, is a system of ways that totals an astounding mileage. Summed up in actual figures, these roads aggregate a length of 571 miles, one-third the distance from Tampa to New York.

No less than thirteen types of roadways have been used in this county; of these the slag surface type has been the most favored, 227.59 miles being treated in this manner at a total cost of $4,122,042.04. Ranking next in order is the type of road known as the asphalt block, no base. This kind of surface road has a total mileage in the county of some 94 miles, constructed at a cost of $2,402,972. Akin to this type of highway is the asphalt block road, built with base, rather more expensive to build. Of this road there is a length rather more than 28 miles, laid at a cost to the county of $1,735,231.28. Hillsborough County has an approximate mileage of 70 miles built with the sheet asphalt surface with an accompanying expenditure of $1,956,013.17. In order of the length of road the brick surface ranks next with a mileage of 37.34 miles. This brick road with no base was built at a cost of $805,695.67. However, the brick way with base, of which there is some 16 miles in the county, is considerably more costly to construct, this mileage being laid with an expenditure of $874,351.34.

One of the most expensive and proportionately harder surfaced road types is the concrete. Of this type, Hillsborough County has a length of 2 miles, built at a cost of $171,750.70. There are also other types of roadways in the county, these not so costly an expenditure to the county. Of the latter type the county boasts a mileage of over 22 miles which is surfaced in the type known as the sand asphalt, base and top, this being built with the expenditure of $714,475.57. Nineteen or slightly more than 19 miles of Amiesite type roads have been constructed at a cost of $1,347,950.40. In addition to which a mileage of rather more than 15 miles of the Filbertine surfaced roads have been added to the county at a cost of $1,183,424.32. The well known Kentucky rock asphalt type road has a mileage of four miles in Hillsborough County, built with an expenditure of $177,179.86. Floridalithic roadway has but a length of 2.73 miles, the cost of this type of surface being about $131,818.

Including the concrete bridges, the concrete seawalls and creosote timber bridges, this county has expended (using round numbers for greater convenience) a sum that is far from small, namely, $17,270,037.

Of the roadways, seventeen run for a length greater than ten miles, eleven forming main arteries which carry the greater part of the inter-county traffic.

Taking the former highways in the order of the time that dates their completion it is but just that each is given its simple history.

That beautiful strip of roadway, known as the Riverview Road, beginning at Plant City-Manatee Forks and extending for a short distance past Riverview, has a length 12.57 miles. The contractors, The Edwards Construction Company, built this road which is of vitrified brick, no base, with a wood header curb, for the county in the year 1914. This road, nine feet in width, was built with the aid of the sale of the bonds known as the Hard Surfaced Bonds. The entire cost of this highway amounted to $139,277.77 and later, it became known as State Road No. 5, having been rebuilt by the state in 1926.

The Thonotosassa road, finished in 1914, extends through one of the most noted portions of Hillsborough County. This lake region, famed for its Indian lore, is also rich in agricultural wealth. Hence this highway carries a large portion

Map of Present-day Hillsborough County.

of the county traffic. The money for this road was raised with the sale of Hard Surfaced Bonds, an expenditure of $133,806.26 being needed for the 11.44 miles of 9-foot wide road, it having a three-inch surface of vitrified brick, no base but with a curb called the wood header type of curb. The contractors, Kendrick-Webb-Davis-McNeil, completed this road in a remarkably short time. In 1926 a section of this road was rebuilt, a length of eight miles.

The same contractors who built the Thonotosassa road also constructed the road which begins at the Plant City-Manatee Forks and extends to the limits of Plant City. This thoroughfare is 14.61 miles in length, fifteen feet wide with a three-inch surface of vitrified brick. Completed in 1915 at a cost of $265,212.60, the funds for which were raised by the sale of Hard Surfaced Bonds, this road has a granite curb and like the Thonotosassa road was built without a base.

Leading out from Sulphur Springs, one of the most interesting spots in this county, is a sturdy road of good width and heavy construction. From Nebraska avenue to the Pasco County line, a distance of 10.50 miles, it carries upon its surface some of the heaviest of the county's traffic. Built at a cost of $245,255.52, this road, though built with no base, has a concrete header curb and is of the asphalt block type. Davis and Webb, contractors for this fifteen-foot-wide highway the funds for which were raised through the bonds sold and known under the name of Victory Bonds, completed this stretch of roadway in 1921.

Davis and Webb, also contractors for the 11.50 miles of fifteen-foot-wide road which extends from the end of the brick road near Riverview to the Manatee County line, constructed this highway of 2½-inch asphalt block surface with concrete header curb. Victory Bonds were the means of financing the issue, the total expenditure for this strip of thoroughfare being in slight excess of $223,600. Davis and Webb completed this project in the year 1922.

Another road of sturdy specifications built by Davis and Webb and financed as was the Riverview to Manatee County line road, is the Grand Central avenue highway. This road extends from Moats Store Corner to the Pinellas County line, is rather more than ten miles in length, fifteen feet wide with a concrete header curb. Surfaced with 2½-inch asphalt block, no base, it was finished in 1922 at a cost of $287,392.15. This road is part of the well-known Memorial Highway.

From Six-Mile Creek, extending to the Hopewell-Plant City road is the stretch of highway known as the Hopewell-Tampa Road. This 14.74 strip of thoroughfare is fifteen feet wide, having a 2-inch asphaltic concrete surface, with a five-inch lime rock base. Completed during the period 1923-1924 by the Wm. P. McDonald Construction Company and costing $305,880.52 this road bears a heavy portion of the traffic in this section of the county. The funds used to finance this project were raised by way of the sale of Progress Bonds.

One of the best known highways, called the West Shore Boulevard as well as known by the name of the Interbay Peninsular Drive, extends from the Memorial Highway to Ballast Point via Gadsden Point. This roadway is built of three-inch asphalt block surfacing with a concrete header, is fifteen feet wide and covers a length of 14.25 miles. The construction, done by Cone Brothers, cost a

Upper—Sulphur Springs in Natural State.
Lower—Fort King Highway, now Main Street of Thonotosassa, bordered by water oaks planted by General Hazen.

total of $394,614.28. Financed with Progress Bonds this work was finished during the period 1923-1924.

This period, namely, 1923-1924, was one of unusual energy in the advancement of road construction and Tampa benefited to a great degree. At this time the Citrus Park road, or John T. Gunn Highway, as it is better known, was started. Beginning at the intersection of Waters and Armenia avenues, it extends to the county line at Odessa, a thriving town of not unworthy size. These 15.13 miles of fifteen-foot wide 2-inch asphaltic concrete surfaced road has a five-inch base composed of Florida lime rock. Progress Bonds to the extent of $308,366.70 were sold to insure the completion of this thoroughfare. The contractors, The Wm. P. McDonald Construction Company, finished this project during the year 1924.

In 1924 another road in Hillsborough County became a means of transporting traffic toward that section of the county that so needed this extra roadway, Plant City. This highway, called the Plant City-Thonotosassa road, has its beginning at the latter town and reaches to Plant City limits. Built of nine-foot wide, 2-inch sheet asphalt with a five-inch lime rock base, this roadway has a length of rather a trifle more than ten miles. Financed through the aid of the Progress Bonds it was completed in the same year with an expenditure of $158,374.26. The James G. Yeats Company were constructing engineers for this highway.

The Plant City-Picnic road, starting at the end of the brick Hopewell road and reaching in length to Hurrah Creek, is rather more than 16 miles in extent. For a distance of 4.24 miles this road has a width of fifteen feet, the remainder having a width of nine feet. However, the entire distance, 16.36 miles, is surfaced with 2-inch sheet asphalt with a five-inch lime rock base, the expense of this highway amounting to about $294,867. Constructed by the Wm. P. McDonald Construction Company this enterprise was completed during 1924.

The Ruskin roadway extending from Bryan-Lightsey's Corner, Plant City road to the Manatee County line crosses three rivers. The bridges constructed across these streams caused an expenditure of $62,461.66 for that across the Alafia River, $27,224.89 for that extending over the Palm River, and $48,368.80 for the bridge over the Little Manatee River. The full length of the road inclusive of the bridges is 26.26 miles and for the full distance is built fifteen feet wide. Constructed of three-inch asphalt block surface with no base and having a concrete header curb, this highway was completed by the Warren Brothers and Carroll Engineers in the period 1923-1924. The total cost of this beautiful thoroughfare, $840,408.88, was financed with the sale of the Progress Bonds and with $225,000 time warrants then issued.

In 1923 the Wm. P. McDonald Construction Company laid the road now called the Lithia Road. Connecting Brandon with the Picnic road it is 11.16 miles long, made nine feet in width with a 2-inch surface of sheet asphalt and a five-inch base. It was completed that same year at an expenditure of $160,904.

Two roads of an equal length and constructed by the same company, the Wm. P. McDonald Construction Company, were financed by Plant City Special Road and Bridge Bonds and were completed during the same period of time. In

1927 these roads were ready for use, having a specification of 15 feet of width, a slag surface treatment with a 6-inch lime rock base. The first of these two roads, called the Knights road, extends from Wilder road to Lake Thonotosassa, a distance of 10.07 miles and was finished at a cost of $196,002.11; the second road, known as the Durant road, is also a trifle more than ten miles in length, reaching from Bloomingdale through Pleasant Grove to the Alafia River and from thence extends on toward Keyesville. This latter highway, built and completed within a short time, caused an expenditure of $178,407.31.

The Wimauma-Lithia highway, which name is indicative of its extent, is an approximate 14 miles in length. This highway is built of the 6-inch lime rock base so popular and has a slag surface treatment. The construction engineers, Smith Brothers Construction Company, completed this work in 1927. This same group of engineers are responsible for the roadway, also completed in 1927, known under the name of the Wimauma East Highway. Under their capable supervision the work, including the slag surface treatment over a 6-inch lime rock base, was hurried and traffic was enabled to use this new road. Both roads, fifteen feet in width, were assured of completion through the sale of Special R. & B. District No. 5 Bonds. The latter highway traverses a distance of some 13 miles or more through a beautiful section of Hillsborough County.

There are many other roads of interest to the residents of Hillsborough county, among these, the two roads so widely known, not only in the county but throughout the state and in other parts of the country. The first of these that will be discussed is that rather lovely thoroughfare that follows the shore line of Tampa Bay.

Bayshore Boulevard, built in 1914 and rebuilt in 1926, extends from Howard avenue to Ballast Point, a distance of 3.12 miles. This beautiful boulevard is 22 feet wide, made of three-inch vitrified brick with a granite curb. The then cost of this roadway amounted to $89,074.32. It may not be amiss to here insert the plans made for the future of this beautiful seawall and highway. The Tampa Electric lines run through the center of this boulevard with a wide swath of land on either side, fitting space for the schemed plan of there growing the tropical flora, the beautiful foliage that will tend to complete the adornment of this bit of water frontage. Various types and kinds of flowering shrubs and trees have been planned for future planting and the extension of this boulevard and seawall have become a certainty that is a matter for pride in the average citizen's regard for his town and county. When, in 1926, a part of this seawall was rebuilt, 2.46 miles to be exact, the James G. Yeats Construction Company had this work in charge. During the period 1924-1926 the McGucken, McGucken and Edwards company of engineers constructed the seawall from Howard avenue to Hawthorne road, completing this portion of the undertaking at an aggregate expenditure of $359,446.47 for the 2.3 miles of concrete work. Progress Bonds and time warrants were the means of financing this project.

Memorial Highway, the first tribute in the country of its kind erected within the shortest possible time following the Armistice, is a fitting monument to the bravery of the World War heroes of this county, who were killed in action.

Winding over a length covering thirteen and one-half miles, this highway was completed on March 5, 1920. To J. J. Hedrick, Jr., engineer of this undertaking, is given the credit for the success of the original plan being carried to completion. The cost of this highway is estimated at $23,000 per mile. The aggregate amount needed for this tribute to the heroes was raised through a bond issue, fittingly named the Victory Bond issue, at total cost of $870,000. Fifteen feet wide, surfaced with the popular asphalt block type treatment, this road stretches from Howard avenue in Tampa to the Pinellas County line.

There had been planned a beautification program for this road that, due to unexpected circumstances, has been changed in a slight degree. The original plan called for the erection of tablets after the trees then planted at stated intervals had reached a sufficient size to warrant these tablets being placed on the trunk of the tree. Due to soil conditions as much as to the inability to give these trees the necessary care, this plan failed to materialize. The present scheme includes the far better idea of placing these tablets commemorizing the deeds of the county dead along with their names, upon the surface of the land adjoining the highway. The oleander trees, placed at intervals of one hundred feet and bearing the colors, pink, red and white in alternate flowering shrubs continue to bloom in season. Plans have also been made which include the erection of monuments that shall stand in prominent positions and will bear fitting inscriptions holding the information that is connected with the road as a tribute to the war veterans and its own individual history.

Although, due possibly to the late development of Hillsborough County, the county cannot take first place among the counties of Florida in the matter of road mileage, engineers concede that the more recently constructed roads are undoubtedly the best and the most substantial in the entire state. Plans to continue the extensive road building programs of the past are constantly being furthered, and it is estimated that, within a short time, the twelve main arteries leading into the county from Pinellas, Polk, Pasco and Manatee Counties, will be greatly increased in number.

Included among these twelve roadways is the internationally famous Gandy Bridge, which, because of its importance and its unique position as the longest toll bridge in the world, has been separately treated in the last chapter of this history.

CHAPTER XXI.

Public Education.

The education of the children is accepted unquestionably as the greatest responsibility of every generation in a civilized and enlightened community. That Hillsborough County recognizes this responsibility and has given liberally toward the preparing of its youth for life, is proved by the great public school organization of the county, with its magnificent buildings, their splendid equipment, and the unrivaled force of well trained teachers and administrators who are giving their best to guide our boys and girls along the road that leads to happy and successful living.

But this present great system had the smallest of beginnings and was built up through many long years of discouragingly slow growth.

The first mention of education of any sort in Hillsborough County occurs in the memoir of Mrs. Nancy Collar Jackson who came with her father and mother to live near Fort Brooke in 1823 at the age of eight, and lived here all the rest of her life. Mrs. Jackson relates in her recollections of those early days: "Of course there were no schools here then. What instruction I had was got by the fireplace and by home-made candles. Fortunately a man in my father's employ had considerable learning, and my mother arranged with him to hear our lessons evenings after his day's work was done. So she made our tasks as short as possible that we might have time for learning our lessons. Mother was very anxious about our education and we were diligent and did the best we could."

As the population of the county slowly grew and small centers of population came into existence, small private schools were established. At first these were usually taught by men or women who happened to have some education and had leisure time. They were supported by small fees paid for the pupils.

The territorial legislature of Florida in 1839 designated trustees to look after the sixteenth section of each township which by Act of Congress was dedicated for school purposes. However, this amounted to little as most of the townships were uninhabited and the sections were of so little value that the income from them was almost negligible. The territorial school laws made little provision for public schools. Public schools were looked upon as "pauper schools" and received little patronage at first. The sheriff of the county was expected to look after the education of the poor.

When Florida became a state better provision for public education was made, and as public sentiment became more favorable toward public schools they were better attended and better supported. Parents of sufficient means sent their children to boarding schools in the states to the north of Florida.

As the village of Tampa grew in population and wealth better organized schools were established and some efforts at public support were made. Better prepared teachers organized regular schools and these were supported mainly by tuition fees but to some extent by public subscription.

In the report of the great storm of 1848 mention is made of the early closing of the school which was taught by W. P. Wilson in the court house. This school was undoubtedly supported entirely by tuition fees but the use of the building was given without charge.

In the records of the meetings of the county commissioners the first mention of a public school of any sort is under date of November 20, 1849 when the following minute appears: "Ordered by the Board that W. P. Wilson be permitted to continue his school in the court house (when not occupied for public purposes), until the first Monday in April 1850 by which time the citizens of Tampa must furnish a school house or be deprived of a school."

In the record of the proceedings of the Board of County Commissioners in 1852 there is a statement that the election in precinct number one, be held at the school house instead of at the home of Richard Booth. This man lived near Old Safety Harbor, or as it was called for awhile Old Tampa, and therefore it is evident that there was a school house in that settlement.

The first mention of public school funds occurs in the minutes of the Board on October 29, 1853, where it is recorded that there was received from the state school fund the sum of $107.04 for the education of 560 children in Hillsborough County. To this amount the Board added the sum of $200. Thus the total amount of public money appropriated for the support of schools amounted to 55 cents per pupil per year. At that time the Board of County Commissioners was also the Board of Public Instruction, and the President of the Board was also Judge of Probate, coroner and superintendent of public instruction. There were schools in various parts of the county supported in part by public funds. On February 4, 1854 the Board designated the following places for approved schools.

No. 1—Old Tampa (Safety Harbor).
No. 2—Edward's School House.
No. 3—Spanish Town (Hyde Park).
No. 4—Tampa, three school houses.
No. 5—Sparkman (near Sydney).
No. 6—Itchepuckesassa (Plant City).
No. 7—Soak Rum (Socrum).
No. 8—Peas Creek (near Fort Meade).
No. 9—Alafia.
No. 10—Manatee.

That the county school organization was very loose and that there was no real supervision is indicated by an entry in the record book on November 2, 1854 showing that the Superintendent of Schools, Simon Turman, was paid for stationery and services in full for the year ending June 30, 1854, the sum of $33. It could hardly be expected that any real supervision could be given for that amount of remuneration.

In 1855 there was appropriated for Hillsborough County school from the state $239.71 and from the county $160.29, making a total of $400. The Board apportioned this sum so that each school received $36.

During the uncertain and unsafe conditions which prevailed in the county during the years 1856, 1857, and 1858, the period of the Second Seminole Indian War, no appropriations were made by the county commissioners for schools and the school funds received from the state were allowed to accumulate until in August 1859 there was in the school fund the sum of $1022.55. This was divided among the nine districts (District No. 10 at Manatee now being in Manatee County) so that each received a little over one hundred dollars. There were at that time in the county 867 "schoolable children." Probably less than one-half of these attended school.

About this time there is a record that the teachers received $53 per year from public funds and the remainder of their salaries was secured from tuition.

In the records of the Board for the years 1861-1866, the Civil War period, there is no mention of schools whatever. There is, however, evidence that there were schools in session at times during this period of uncertainty and hardship. What schools there were must have been entirely supported by money received from other sources than the public funds.

The next mention of public schools in the record book is under date of December 3, 1866. It is there recorded that the number of "schoolable children," that is, those betwen the ages of five and eighteen was as follows: 251 white boys, 235 white girls, 63 colored boys and 51 colored girls. Although the number of colored children of school age was then for the first time reported, there is no evidence that schools for the colored children were established until some years later.

The state constitution of 1865 had paid little attention to public education, and in the county commissioner's minute book it is recorded that the state distributed no school money for the support of county schools.

In 1868 the state constitutional convention prepared a constitution which provided for a system of public education. This constitution provided for county school systems in which all children of school age could receive an education. It provided for a state superintendent and for a county school board and county superintendents of public instruction, and made provision for a state school fund.

Although there are no records of the first meetings yet, it is evident that, in accordance with the provisions of this constitution of 1868, Hillsborough County immediately elected a County Board of Public Instruction and a superintendent, who began the organization of the first real public school system of the county. In 1870 a school was in operation in the city hall of Tampa.

The earliest school records extant are still preserved in the county superintendent's office. The first proceedings recorded are those of the meeting of the Board of Education, held in the court house on December 10, 1871. The Board consisted of John T. Givens, chairman; T. K. Spencer and F. Branch, with W. F. White, secretary, and superintendent. It is recorded that the late Superintendent A. Watrous had moved out of the county and did not turn over any books or records. It was decided that the superintendent be given per diem pay while visiting schools. The amount is not stated.

From this date of December 10, 1871 there is a continuous record of the Acts of the County School Board up to the present time, and very interesting reading this record is to us. That the Board recognized that a teacher must have some qualifications other than a willingness to teach is evidenced by the appointment of a committee to examine and to "certificate" teachers. There is a record under date of January 6, 1872 that the certificate of a teacher was annulled for cause.

In 1872 a tax of five mills for school purposes was asked by the Board of Education. In March of that year a committee was appointed to solicit stock for building a school house and to determine whether it was advisable to build. At a later meeting it was voted to see if help could be obtained from the Peabody fund. Evidently there had been some difficulty in securing the funds for the school building. There is no further record as to the method of raising money for the building or how much it cost. But in 1876 the first public school building in Tampa was erected by Mr. John T. Givens and his son, D. B. Givens. This building facing on Franklin Street occupied one-half of the block between Madison and Twiggs Streets about where the Shaw-Clayton book store now is in the "Sparkman Block." In 1886 the property here was divided into lots and sold. The last three lots were bought by Sparkman and Sparkman for $3,000.

In 1872 the school funds for the year, amounting to $523.31 were apportioned as follows: To school number one, with an attendance of 147 pupils, $331.74; to school number two, attendance 39, $91.11; to school number four, attendance 12, $28.00; to school number seven, attendance 31, $72.44.

It was for some reason decided not to have the superintendent visit the schools in the country. But the next year the salary of the superintendent was fixed at $3 per day while actually engaged in visiting schools and ten cents mileage was allowed him while visiting schools in the country. There were three teachers in the Tampa school: Mr. S. M. Sparkman, whose yearly salary was $166.66; Miss M. Prevatt whose salary was $80, and W. R. Hensley, whose salary was $135.30. At this time the schools were in session three or four months in the year.

In other schools the salaries were usually four dollars per pupil for a teacher with a second class certificate and three dollars per pupil for a teacher with a third class certificate.

The opening of the Turkey Creek School was approved by the Board in 1873 and the same year a school was established in the Thonotosassa Church. A school was opened in Clear Water in 1874, at Springhead in 1876 and at Limona in 1880. During these years pupils from one district were forbidden to attend schools in other districts.

Before 1877, the term was seldom more than three months, except in Tampa School number one, where it was five or six months. In 1877 the minimum school term was fixed at four months and the teachers' salaries at $30 per month for second class teachers and $25 per month for third class teachers. The county superintendent's salary was one hundred dollars a year.

In 1879 H. L. Crane became superintendent and secretary to the Board, serving until 1881, when Wesley P. Henderson was elected superintendent at the munificent salary of $150 per year. Under his administration a more businesslike man-

agement of school finances was established, and there was clear evidence that the county schools were growing into a real system.

In 1882 it was estimated that the cost of the fifty-seven schools in Hillsborough County would be $4,775. The length of the term for these schools was fixed at five months and in the Tampa schools at six months.

The meagre salaries of the teachers were paid at the end of the year in one sum. An effort was made to have monthly payments for the teachers but the Board voted to continue yearly payments. It must have been difficult for a teacher to work for six months with no pay and then at the end of the year's work to receive as payment in full $150, or possibly $180 for the year's work. This made it necessary for the teacher to have some other source of income or occupation for the remainder of the year. And it made it almost impossible to secure well-trained teachers. And yet there were in those days men and womn who, as public school teachers, were a splendidly constructive influence in the training of the boys and girls who, partly because of that training, were the leaders in the development of the sparsely settled expanse of Hillsborough County into the great center of agricultural, commercial and industrial life of a great part of the state of Florida.

We find mere mention in the records of the names of a few teachers, as Stephen M. Sparkman, afterwards for many years chairman of the important Rivers and Harbors Committee in Congress; William P. Haisley, in later years a strong influence in Florida as state school superintendent; Mrs. A. W. Cuscaclen, Miss Prevatt and Mrs. A. H. Nunez, whom great numbers of the leading citizens of the county have remembered with gratitude and affection because of their wise guidance during school boy days.

The scanty resources for building schools is well illustrated by the account of the methods used to build a school house in Bloomingdale as told by one of those active in the enterprise.

In 1884 at the request of residents of that region a school, number 64, was ordered established at Bloomingdale. The trustees were C. E. Worth, L. W. Buchholz and Joe Bell. There were no public funds for building schools, the income from taxes all being used for paying teachers. The law did not then permit bonding for school buildings. The patrons of the new district furnished money or building materials and did the work of construction as a community activity. This was the first frame school building in the county outside of Tampa. They also built the furniture for equipping this school.

Usually the school buildings were substantial log cabins and the home-made furniture crude but durable. Much of the teaching was weak and ineffective, but there were, beside those who have been mentioned, many devoted, God fearing men and women who with splendid intellects and high moral purpose fixed a deep and indelible impression on the lives and characters of the future builders of this great and influential county.

The Duke of Wellington said that the battle of Waterloo was won on the playgrounds of the great public schools of England. It is no less true that the tremendous agricultural, commercial, and social development of the last decade in Hillsborough County was built on the solid foundations of character and intelligence

laid by the self sacrificing teachers in the log school houses of two score years ago.

And so while William B. Henderson, by his masterly management of his many business enterprises and his great political influence was leading in the unifying and solidifying of the business and social enterprises of the county, his brother, Wesley P. Henderson was doing a no less important work in uniting the scattered educational efforts of the school forces into the beginnings of a great school system, under the influence of which young men and women of fine intellect and high character were being trained to carry on the great work of building so well the cities and villages and farming communities which are now Hillsborough County.

Under the guidance of Superintendent Henderson the first great material step in this school system was completed in 1886, when, at a cost of $4,735, an eight-room school building was erected on Sixth Avenue to house the school children of Tampa. Provision was made not simply for teaching the elementary studies but for the beginnings of a high school course.

As principal of this first organized high school Benjamin C. Graham served from 1886 until in 1900 he was elected county superintendent. Many of the men and women who have been and are now among the best of Tampa's citizens gratefully acknowledge the help and inspiration that came to them when they were under the guidance of this teacher, a gentleman of fine scholarship and of great purity of character, a most lovable man.

In this same year of 1886 Mr. Henderson resigned his position as county superintendent to take up other work. On his recommendation, from the many candidates for the position, the governor appointed as his successor Mr. Ludwig W. Buchholz who was then teacher of the school in Bloomingdale. Mr. Buchholz had been trained in one of the teacher training schools of Germany, had taught there for a few years and then, because of impaired health had come to sunny Florida to seek renewed health. His enthusiasm for education and his skill as a teacher had been well exemplified in the rural school at Bloomingdale and as a result he was called to this greater work. He continued as county superntendent until 1901 when he became professor of philosophy and pedagogy at the Florida State College in Tallahassee.

During these years from 1887 to 1901 there was a steady and healthy development of the school system of the county. As population increased there came the construction of new buildings in all parts of the county, described in the chapters on Plant City and the smaller towns outside of Tampa.

What has been recognized all over the state as the greatest work of Superintendent Buchholz was the establishing of training schools for teachers. The first county teacher training school in Florida was organized and taught by him in Bloomingdale at the very beginning of his term as county superintendent. This school attracted such attention that for many years Mr. Buchholz was called upon to conduct such schools in various parts of the state. Many of the most successful teachers in Florida attribute their success in a very large measure to the splendid training they received at this first teacher training school at Bloomingdale.

CHAPTER XXII.

Forty Years of School Development in Tampa.

The School building finished in 1886 seemed sufficient for all needs, but the coming of the railroad and the cigar industry to Tampa caused such a rapid increase in population that this building was soon so over crowded that in a few years the high school department was forced to seek new quarters.

For one year the high school pupils attended school held in the First Baptist Church. Then four rooms on the upper floor of Major Wright's brick building were secured for a high school. The remainder of the second floor was occupied by the Times office. On the first floor was the Post Office.

A high school building was needed but there was no legal way of raising money for building purposes, except to save it from the general school fund. This was difficult but by careful management Superintendent Buchholz had saved a considerable fund for a high school building. When, following the disastrous freeze of January, 1895, retrenchment along all lines was necessary, the school term of Hillsborough County was not shortened as happened in other counties. But the money saved for a high school building was used to pay running expenses. Again by careful management money was saved and the first county high school building was erected on the south end of the school property on the corner of Jefferson and Estelle Streets. At a contract price of $5,100 dollars a well-planned, two-story wooden building with science laboratories, a library, and an auditorium was built, large enough to accommodate as many as 250 high school pupils.

This building housed a real county high school, with a standard four-year course, which immediately became recognized as a leading high school of the state.

Again the rapid growth of the population of Tampa and the increased interest in higher education soon caused this building to be badly crowded, and in 1911 a new building was erected on a site consisting of one large city block on Highland Avenue and Euclid Street. When this building was completed at a cost of $60,000 it was the most modern and best equipped school building in Florida.

In 1901 Mr. B. C. Graham became county superintendent and served for four years. These were years of material growth and continued development of the school system.

From 1905 to 1909 Mr. W. B. Dickenson served as superintendent. Under his careful, constructive management new buildings were built to meet the demands for more elementary schools. The attendance increased as the city grew and in 1907 with the completion of the Michigan Avenue grammar school (now the Robert E. Lee School), there were fine buildings in Hyde Park, Ybor City, Madison Street and Buffalo Avenue, and many smaller suburban schools.

From 1909 to 1913 Mr. L. W. Buchholz was again superintendent and again with tireless energy gave his best to keep the schools of Hillsborough County in their well established position of leadership. It was during this term that the pres-

ent Hillsborough County High School building was erected and the school maintained in this fine building took a position among the leading high schools of the South.

In 1913 Mr. Marshall Moore became county superintendent and served for four years. During his term of office an amendment to the State Constitution was passed, which authorized special tax districts to bond for building and equipping schools. This made possible an extensive building program for the Hillsborough County districts, and good brick buildings were built in all parts of the county, meeting the demands for more room to accommodate the rapidly increasing numbers of school children.

A notable event was the opening in 1915 of two junior high schools in new buildings, the George Washington Junior High School on Michigan Avenue and the Woodrow Wilson Junior High School on Swann Avenue. Thus, among the first cities in America, did the city of Tampa take a lead in the reorganization of the school system, changing from the traditional eight-year elementary and grammar school and four-year high school to the six-year elementary school, the three-year junior high school and the three-year senior high school for the divisions of the standard twelve-year course for the public schools of the city.

In 1916 Mr. Jesse E. Knight, of Plant City, was elected county school superintendent and served from January, 1917, for eight years until 1925. These eight years were a period of steady development and expansion of the school system of the county. New buildings were erected, new courses and departments were added, salaries of teachers were materially increased, standards of teacher qualifications were raised and consequently better trained and more successful teachers were secured.

The World War and its after effects in reducing the purchasing value of money made it necessary for the school authorities to use rigid economy in administering the school affairs of the county, for, while the expenses continued to increase the income did not increase commensurately. Many of the best of the teachers were compelled to take up other lines of work where the compensation was higher and naturally the schools suffered.

Slowly the need of greater school income was recognized and amendments to the constitution raised the maximum millage allowed for public schools so that the county was permitted to levy ten mills on the assessed valuation of the county for the general school fund for operating expenses of the schools of the county, and each special tax district could levy another ten mills on the property within the district to furnish an additional income to be expended for the operation of the schools within the district.

Bond issues were floated by many of the districts for the erection of new buildings so that the rapidly increasing numbers of school children were provided with school accommodations. And yet nothing more clearly shows the rapid growth and development of Hillsborough County than the fact that while new buildings were always in process of erection, yet they never ceased to be crowded,

for the numbers of pupils seeking educational facilities increased more rapidly than did the buildings in which to accommodate them.

During the years 1917 to 1925 with the aid of funds furnished by the Federal Government under the provisions of the Smith-Hughes Act two notable additions were made to the school system of the county. There was established in Plant City, in connection with the high school, a County Agricultural School and Experiment Station which has proved of very great value to the agricultural interests of the county, both by training many young men and women in a knowledge of the best methods of farming, fruit growing and stock raising, and in bringing to the farmers of the county opportunities of taking advantage of the latest methods as fast as they are proved useful.

The other enterprise was the founding of a vocational school in Tampa. This school has been greatly aided through the generosity of Mrs. Henry W. Brewster who gave, in memory of her husband, property enough to pay for the erection of the present Henry W. Brewster Vocational School, situated at the corner of Tampa Street and Ross Avenue. Here are conducted day classes for boys and girls of school age in courses of study and practice leading to the more common vocations. Woodworking, automobile mechanics, printing, sheetmetal, machine shop, electric wiring, commercial vocations, home economics and kindred vocations are taught in shops and offices fitted as in real factories and offices. In the evening, classes in these and other trades are taught for the benefit of older persons who wish to take advantage of the opportunities to better themselves. Literally thousands attend this school every day for from one hour to all day.

In January, 1925, Mr. W. D. F. Snipes became county school superintendent. The school board consisted of Mr. Irving Walden of Plant City, as chairman; Mr. John G. Anderson, Jr., of Tampa, and Mr. S. D. Sweat, of Balm. These forward-looking men recognized that the county organization, as it had ben conducted when the school population was small and the superintendent could attend to both office work and the supervising of the schools, was no longer adequate for the great demands of a system with twenty thousand children in school, millions of dollars invested in buildings and equipment, and hundreds of teachers whose work was to be systematized and supervised.

Mr. John G. Anderson, Jr., became convinced that a re-organization was most desirable, and he persuaded the other members of the Board to empower the trustees of District No. 4, which is Tampa, to employ Dr. Strayer and Dr. Englehardt of Teachers College of Columbia University to make a thorough survey of the school conditions of Tampa. The trustees of the Tampa district were J. G. Bedingfield, chairman; J. A. Epps and J. C. Huskisson. They entered into the survey project with great enthusiasm.

The survey experts prepared a most searching report of conditions found and a series of recommendations for the organization of the city's educational forces into a modern, efficient and economical system.

Upper—First Building of Hillsborough Lodge, F. & A. M., erected on corner of Whiting and Franklin Streets, in 1852; the first public building in Tampa now standing on Scott Street.

Lower—Latest public building of Hillsborough County. A model of the new million-dollar Hillsborough High School in course of construction January, 1928.

The superintendent, county board and the district trustees unanimously approved all of the main features of the report and recommendations of the survey and immediately took steps to carry them out.

Supervisors for the high schools and for the elementary schools were appointed and a system was worked out so that the fine work of the teachers already in the system was rendered much more valuable by a most thorough cooperative organization. The courses of study were increased and modernized and school made much more attractive and efficient. All this had to be done without added income and was accomplished only by the most careful management.

A great building program was inaugurated. The leading financiers and business men of the city were convinced of the need of more buildings and of the wisdom of the plan offered. Early in 1925 a bond issue of one million dollars was voted for buildings, and later in the same year as a result of the survey recommendations other bond issues of four million and one hundred thousand dollars were voted in Tampa and West Tampa, making a total of five million and one hundred thousand dollars for sites, buildings and equipment. With this money immediately available the trustees set up a business organization, employed Drs. Strayer and Englehardt as consulting architects and began a school building program of magnificent proportions.

The boom conditions which existed when these bond issues were voted soon reached their peak and then with the reaction came a period of lower prices for land and lower cost of building so that it was possible to build several more buildings than had been planned with the same amount of money.

From the proceeds of these bond issues totaling five million and one hundred thousand dollars there have been built nine new elementary schools, three new junior high schools, two new senior high schools, a vocational school, an administration building, a warehouse, four negro school buildings, and additions to seven old buildings.

All these are finished and in use except the new Hillsborough High School which is now in process of construction and will be finished by next September.

While this great building program was being carried out in Tampa, there were modern, well arranged and well equipped buildings being erected in other parts of the county. Splendid high school buildings have been completed within the last year in Wimauma and Brandon so that the pupils in those sections of the county can have the opportunity of attending standard high schools. At Ballast Point and Port Tampa splendid new junior high and elementary school buildings have been provided for the pupils of their districts.

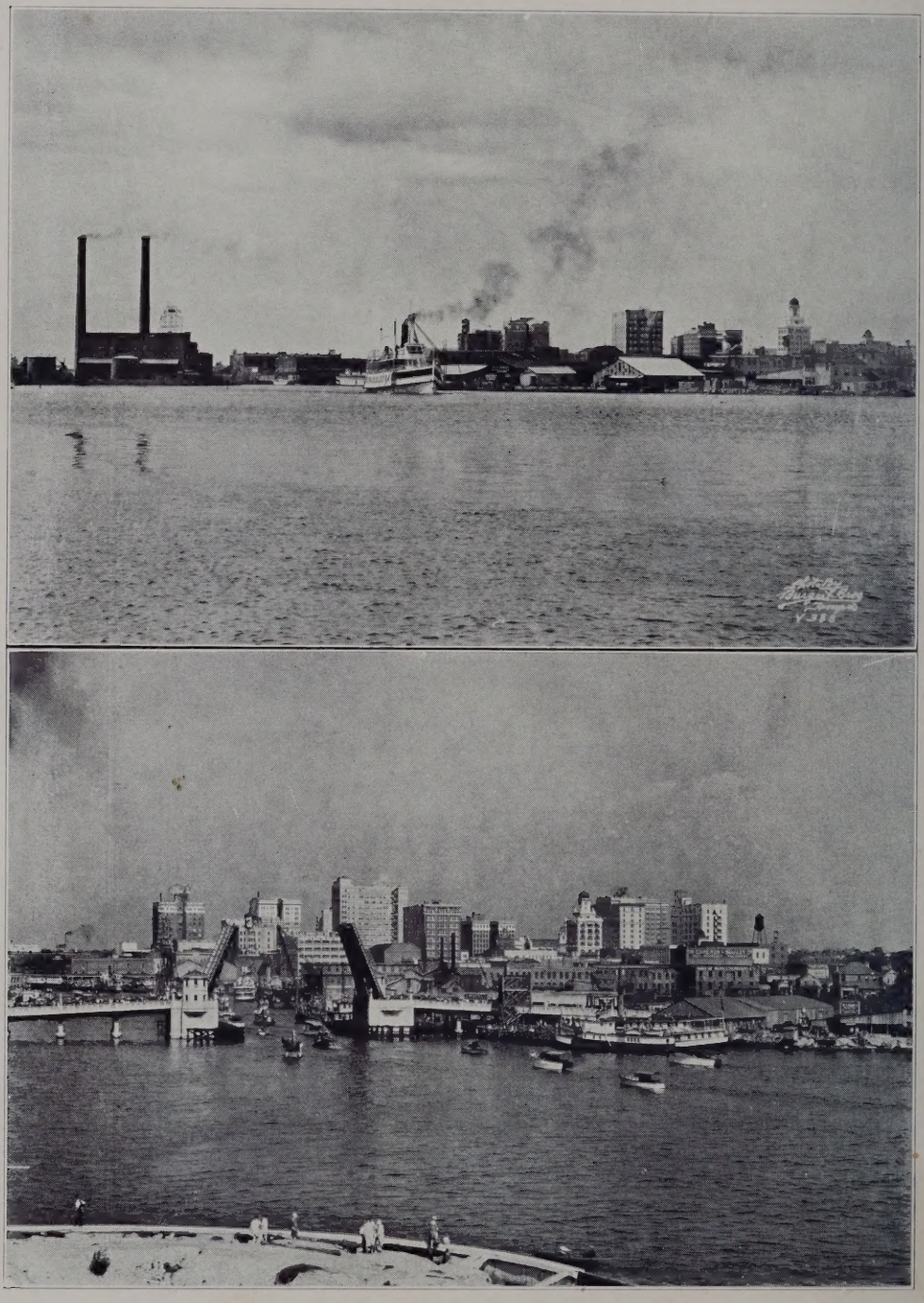
The Henry B. Plant High School in the southwestern part of the city, which with its site of nineteen acres cost five hundred and twenty-five thousand dollars and the new Hillsborough High School which with its site of twenty acres will cost about one million dollars, represent the very latest and best that can be secured for senior high school buildings.

Nothing can more vividly picture the growth of the city of Tampa during the past twenty years than a contrast of the school facilities needed and offered in

1908 with those now being provided in 1928. In 1908 there was for high school purposes one high school building which cost with its site less than ten thousand dollars and yet was the best purely high school building in Florida.

In 1928 the high school facilities consist of two buildings at a cost of a million and a half dollars and provision in five junior high schools for about one-third of the pupils of high school grade.

While these magnificent buildings are a visible evidence of the enterprise of the people and of the growth of the educational system of Hillsborough County, yet there is going on within the walls of these great buildings an even greater process of building in which the devoted teachers are laying the foundations and rearing the structure of the intelligence and character of the citizens of this great county.



Upper—View of Tampa in 1918.
Lower—Same View from Slightly Different Angle in 1928.

CHAPTER XXIII.

Modern Commercial and Industrial Development in Tampa.

Before discussing the astounding development of Tampa, industrially and commercially, in the past fifteen to twenty years, it is advisable to take a final survey of Plant City, Tampa's neighbor on the right, and sister city, marketplace for eastern Hillsborough County.

Representative of Plant City's latest state of growth is its recent appropriation, amounting to $750,000, to be used in civic improvements and in the extension, to a greater completion, of those projects which have already been started.

As has been before stated, the back country around Plant City has, naturally enough, contributed greatly to the growth of its market. Plant City, in turn, has done its work toward fostering the steady growth and progress of eastern Hillsborough County. The fertility of that section of Florida is such that one farmer received $1,700 net profit for truck raised on only one acre. An average profit of $250 induces lovers of agriculture to start or continue their efforts in this region. In this section the farmer has no need to combat the elements nor even his "middleman" as in other sections. This is so true that even one inexperienced farmer, living near Turkey Creek, more than cleared what is termed "average" during the season of 1926-27.

In January, 1926, this farmer purchased one acre of land, which he cleared by the following August. By January, 1927, only seven months after the land was made ready for production, this man had received, clear, $1,270 for truck raised on a portion of the land, and later made $300 from strawberries raised on the remaining section.

From Plant City, during the season 1926-27, was shipped 2,390 carloads of fruit and vegetables, all of them being raised in the adjacent territory. Of these, 255 carloads were strawberries; 934, oranges; 336, tomatoes; grapefruit, 243; vegetables, 235.

The average price for berries during that season was 32 cents a quart, the 3,779,404 quarts shipped from Greater Plant City, including Dover and Seffner, bringing in $1,209,409.28. From Plant City alone was shipped enough to command a price of $1,042,150.40.

For the season just previous, 1925-26, an average price of 39 cents was received for the 2,112,800 quarts shippped from the "Strawberry Metropolis."

During the ten years from 1917-1927, the highest average price was received in the season 1918-19 when 41 cents was given by buyers. As the output for the season was low, however, it can not be said that a peak was reached. In fact, the best season, during 1922-23, brought in only an average of 22 cents per quart, but aggregated $1,069,076 for the 4,989,988 quarts shipped.

It is only natural that the amount of produce shipped through Plant City should greatly affect the shipping industry of Tampa, although a portion of the former's exportations go directly north via Jacksonville. That part, the destination of which lies west and southwest, finds its distributing center in Tampa.

The surest means of determining a city's growth or retardation is through its banks, and by means of the cold figures furnished by these institutions it is possible to weave a romance, as highly colored, as breathtaking as the lore that surrounds King Arthur's knights of the table round.

A comparative table of bank clearances for the past seventeen years, from 1910-1927 inclusive, would show a steadily growing community for the first few years—until after the World War period, in 1918. Beginning 1920 and ending 1924, these clearings would mutely but expressively point out a much greater growth, but a still normal, still healthy increase. The dizzily mounting figures for 1925-1926 would record that "wild cat" period in Tampa's history when millions upon millions of dollars exchanged hands, on paper deplorably; when Tampa teemed with crowds so large that houses could not be built fast enough to house them; when speculation raged as furiously as ever it does in Stock Exchanges. But when the tide had finally ebbed, when the period of readjustment had set in, these same figures, cold, irrefutable, would yet show that that rapid growth, which gave way at the end of 1924 to "boom," continued, and gave promise of continuing in future years.

In 1910, when population totalled 37,782, checks to the amount of $43,387,-295.09 passed through the banking institutions of the city. Two years later clearings amounted to $48,157,691 in a city that was estimated to contain 44,470 persons. At the end of 1914 the clearings for the year totalled $53,766,400.53 and one year later the state census credited Tampa with a population of 48,156. In 1916 bank clearances came to $51,322,056.31 and in 1918 they aggregated $73,-826,741.60.

With 1920 these clearings jumped to $125,210,452.16 and the city contained, according to federal census, 51,608 persons. During the next three years clearings increased to $156,764,841.87 after having taken a drop to, roundly, $114,000,-000.00 in 1921. By 1923, when they had risen again, population was estimated to be near the 100,000 mark.

This estimate included more territory, called Greater Tampa for clarity, than had any previous census. In 1924 a survey was made of this Greater Tampa territory, which included recently built suburbs outlying the incorporated city limits, and an increase of 7,608 in population was estimated, bringing the grand total to 107,608. For this year the mark of $195,979,545.41 was reached by bank clearings.

During the "boom" period's height, in 1925, population increased tremendously, almost 50 per cent over the previous year. Estimates reckon conservatively that 154,503 persons lived in Tampa at that time. At this time $461,809,170.19 were cleared by Tampa banks, more than double the amount of money cleared in 1924. The next year, however, saw a decrease in these clearings to $414,418,178.45. But, at the same time, population was estimated by the Polk Directory to be 176,-492.

By the end of 1927 the "boom" was a matter of history and business must have been stabilized considerably for the clearings showed a drop to $233,833,-

199.17. It must be born in mind, however, that the nearest fair comparison with the figures is during the year 1924, and the increase over that year is satisfyingly large. In population there was also a decrease, yet, with the same conditions observed, the total of 166,270 is gratifying.

Population in Tampa at the present time is believed to contain, roughly, about 60 per cent native born white persons. Of the remainder, there is estimated a negro population of 20 per cent and a foreign born population, mostly Latin, of the same percentage.

Of this population, which, naturally includes persons of all ages, there are approximately 44,415 wage earners employed at the present time. When it is considered that about 20 per cent of any population is estimated to be contained in school children, that of the remainder, approximately 133,000, there is a goodly number of aged persons, housewives, and children not yet of school age. When all these facts are taken into consideration, it can then be understood what a great percentage of the population is gainfully employed.

These wage earners bring in a total payroll of $1,250,000 weekly and are employed in more than 500 industries, 541 to be exact, which, in turn are separated into 89 classifications.

The value of products, turned out in Tampa annually, is estimated to be $100,000,000 if not slightly in excess of that figure. The clear-thinking manufacturer may say: "But why should I attempt to produce goods in Tampa where wages on a $1.00 article approximate 75 cents?" It must be explained that the weekly payroll includes that of the Atlantic Coast Line and Seaboard Air Line repair shops where no marketable product is turned out. Hence the cost of manufacturing is considerably lower than it would appear.

At this time it is well to make the point clear that during the "boom" years, particularly that of 1925, manufacturing in Tampa could not attempt to compare with that done during the past year. Then too, in 1925 there were only 218 industries in Tampa, employing 12,682 persons. These commanded an annual payroll of $14,155,717 and turned out products to the amount of $55,446,901, annually.

A partial list of products manufactured in Tampa follows:

Aprons, armatures, awnings, auto tops, asbestos, boats, brooms, brick, beverages, bakeries products, batteries, boxes, canned foods, crates, chemicals, cigars and allied products, concrete products, caskets, conveyors, confections, corsets, cabinet works, coffee, combs, cement, curtains, drugs, dental supplies, dairy products, electrical supplies, fire extinguishers, furniture of about nine varieties, forest products, flooring, flags, fences, fertilizer, gas, heating systems, ice, ice-cream and cones, iron works, insecticides, knit goods, marble products, meats, sheet metal work, mattresses and bedding, macaroni, oil blenders, orange wood novelties, preserves, picture frames, plating (electro), paving brick, paints, roofing material, ships and ship parts, showcases, store fixtures, sanitary supplies, soap, screens, sashes for windows and doors, sweeping compounds, sportsmen's supplies, septic tanks, trunks, tents, trusses, tile and woodwork.

Almost one-third of the persons employed in Tampa are connected with the cigar industry, 13,000 in round numbers. Of these appoximately 3,000 are union workers. The cigar industry leads all other Tampa industries from the standpoint of number of employees, internal revenue receipts, capital invested and quantity of production. Its early growth has been told in a previous chapter and its later progress can best be shown by the number of millions of cigars shipped annually. The industry itself has given rise to another, that of the manufacture of cigar boxes, which are made of cedar, brought in through the Port of Tampa.

There are 159 cigar factories in West Tampa and Ybor City, with an aggregate payroll of $300,000-$350,000 per week. Five of these factories are bonded, which means that the tobacco used is guaranteed to be clear Cuban (popularly called Havana) filler and that the cigars are manufactured by the Spanish hand method. Since 1914 there has been a 66 per cent growth in the cigar industry.

During the first two years of this century, 1900-01, the output of cigars remained almost equal. In round figures (which will be used in this table to avoid confusion), there were 147,000,000 cigars manufactured and shipped each of those years. The next year, 1902, showed a decrease of six million and internal revenue tax was levied on only 141,000,000 cigars. At the end of the next twelve months, however, more than 167,000,000 cigars had been shipped from Tampa to all parts of the United States.

In 1904 shipment was made of 196,000,000 cigars and for the next three years there was a steady increase. In 1905 cigars to the amount of 220,000,000 were shipped; in 1906, the number reached 277,000,000 and in 1907, attained 285,000,000.

The next year, 1908, suffered a drop to 236,000,000, but the year after, 1909, showed a rise to 267,000,000. In 1910 the output again dropped, this time to 201,000,000 cigars and in 1911 the greatest output and highest increase yet in the industry occurred. Cigars shipped during that year totalled 293,000,000. In 1912 the industry shipped 276,000,000 cigars; in 1913 a gain of ten million was recorded, with 286,000,000 cigars sent out and in 1914 another loss brought the output down to 267,000,000.

During the next year there was another rise, which brought the annual shipment up to 285,000,000. From that time, 1915, until the ten-months strike in 1920, the industry increased its output until, in 1919, more than 410,000,000 cigars were shipped. During the years from 1916-18, inclusive, the shipment ranged: 313,000,000; 353,000,000; 368,000,000.

Despite the strike in 1920, shipment of 227,000,000 cigars was made, all cigars sent out for that year being manufactured during two months. The example makes plain how tremendously the industry had increased at this time since its inception here in the '80's. Comparison of this shipment with that for the entire year of 1905 shows an increase of 7,000,000.

In 1921, shipment of cigars, to the amount of 315,000,000, was made and during the next year an increase over 1919 was shown in the amount of twenty-four million. During this year 434,000,000 cigars were shipped. The peak, up to the

present time, in shipments was reached in Tampa when 501,000,000 cigars were distributed from that city in 1923. During 1924 there were 473,000,000 cigars shipped; the next year there were 483,000,000, and in 1926 more than 456,000,000 cigars were carried to all parts of the United States from Tampa.

Statistics for 1927 show that 479,000,000 cigars were turned out and shipped by the factories of Tampa. For a few years prior to this time the number of factories had been augmented by small concerns until somewhat more than 300 were in operation. This number gradually diminished again, and, in 1927, reached the present number of 159. These organizations manufacture more cigars than did the greater number previously and cause Tampa to be acclaimed the greatest cigar manufacturing city in the United States.

Ranking next to the manufacture of cigars is Tampa's shipping industry, both by rail and by water. This is due to the city's ready accessibility to the markets of the United States, to the practically virgin markets of Central and South America, to the fact that it is the "key" city to the Panama Canal, and to labor and living conditions that prevail in the city.

The industry is of such importance that it has been treated in previous chapters, and only a summary of it will be given here. Given, perhaps, more space than is usually accorded in such a treatment, will be various statistics that tend to show Tampa's importance in southern railway shipping, and also the national significance of the city as a port.

During the last years of the nineteenth century, in 1889, phosphate was discovered in Dunnellon, but the existence of the mineral in Hillsborough County was not known until the first decade in 1900. The mining and shipping of phosphate, and also the local manufacture of fertilizer, gradually progressed, but made no rapid strides forward until the commencement of the World War. Outbreak of war automatically closed the Chilean nitrate fields and hence, increased the demand for the Florida mineral. As Tampa was the logical outlet for the greater part of the phosphate mined in Florida, it soon followed that Tampa's port was exporting many hundreds of thousands of tons of phosphate, and, at the same time, much of the article was sent inland, via rail. Since the war, production of phosphate in Hillsborough County has diminished somewhat, but Tampa still maintains its position as the chief phosphate shipping port in the United States. The phosphate, distributed through Tampa, is mined within a radius of seventy-five miles of the city, and is handled, in Hillsborough County, through Coronet.

During 1927, shipment of 1,534,266 tons of phosphate was made as compared with 602,078 tons sent out in 1907. The number of tons has varied considerably for the past twenty years, neither rising nor falling steadily, but, beginning in 1921, the annual shipments have increased in tonnage from 857,133 tons, with the exception of 1924 when the output dropped a little from that of the previous year.

Other natural resources which find an outlet through Tampa are lime rock, used for road building and railroad ballast, and lumber, consisting in the main of cypress and long leaf pine. Practically 50,000,000 feet of lumber is exported annually, a great portion of which is planed and milled in Hillsborough County.

There are ten of these lumber mills in the county, all of them working to capacity. It has been estimated by lumber experts that the amount of merchantable lumber in Hillsborough County totals some 500,000,000 board feet. To cut this timber will require a minium of two years for some companies and twelve years for others, depending on the extent of their holdings.

Comprising the bulk of the remaining shipments from Tampa are its agricultural products. What is called the Tampa trade territory, meaning that section of Florida which imports or exports through that city, provides the fruit and vegetables which are shipped from that place. This trade territory extends to Orlando on the east, Ocala on the north and all of the southern part of the state, not including Miami or Key West. The population of this section is conservatively estimated to be 800,000, or more than half the population of Florida, which is approximately 1,250,000. In this part of the state is grown most of its truck and citrus, and it can therefore be seen that Tampa provides an outlet for not only most of the manufactured products of the state, but also for its natural output.

Working in direct coordination with Tampa is its back country, those 663,040 acres, bearing a population of 200,000, that are contained in Hillsborough County. Were it not for the fact that the city and its backlands combine harmoniously for the betterment of each other, the great progress that has been made would have taken many more years to accomplish.

One-sixth of the county, or 104,255 acres, is laid out in fertile, well-tilled farms, about 2,500 in number. On this amount of land a population of 12,350 finds a living and of this number 11,445, or approximately that number, are white, three-fourths of them being over the age of ten years.

This farming population, forming a solid backbone for the county, is equaled or bettered by only three other Florida counties, Gadsden, Jackson and Polk. Of these three only Jackson exceeds Hillsborough by more than a few hundred and contains a rural population of slightly more than 19,000.

This farm land, together with the buildings on it, is valued at $24,977,390 at the present time, according to federal census of agriculture. The buildings themselves total approximately $2,873,497 and the value of products sold by 707 farms reporting sales, comes to $791,089. About 200 farms reported purchases, to the amount of $65,502, which, when properly multiplied and with the result deducted from the gross sales, leaves an amount somewhere in the neighborhood of $400,000 to be divided by the farmers reporting.

Examples of yield and selling price of agriculture in Hillsborough County are: 419 acres of cabbage brought $123,708 last year for the 77,733 crates yielded. From 40 acres of lettuce a yield of 10,255 crates sold for $16,356. More than 18,000 crates of celery, raised on 36 acres, sold at a price of $24,715. String beans, the 54,218 crates being raised on 991 acres, brought an approximate price of $90,000; and 2216 acres of strawberries gave a yield of 4,759,368 quarts which sold for $1,300,845.

Total value of field crops in the county is $915,714 and of fruit and nut crops is $2,507,159. There are approximately 744,857 orange trees in the county.

Grapefruit trees number about 125,830. Acres in corn total 5,212, Irish potatoes are planted on 867 acres, there are 157 acres devoted to the production of sweet potatoes, acreage in field peas amounts to 3,035, that in hay comes to 3,063 and about 1,470 acres are planted in tomatoes. String beans are raised on 991 acres, cabbage is planted in 419 acres and there are 216 acres of strawberries in the county. Other field crops, including blackberries which have just begun to be cultivated in Hillsborough County, total an acreage of 1,647. The blackberries have been found to be an extremely good investment, taking naturally to the sort of soil found in the county, and bringing a price of about $1,000 an acre.

Other average returns per acre being received by Hillsborough County truck farmers include $820 for strawberries; $260 for Irish potatoes; $246 for string-beans; $189 for tomatoes; $188 for cabbage, and $148 for cucumbers. An acre of citrus fruit, with the proper care, will pay 20 per cent annually on a valuation of $1,500. Average receipts per box of fruit ranges in the neighborhood of $2.50, a six-year old tree bearing about two boxes, and one nine years old bearing five boxes.

Production of agriculture in the Tampa trade territory, greatly increased during the past few years because of shipping facilities, now ranges about the same from year to year, although it is ever on the upgrade. In 1926 about 1,500 carloads were shipped from Tampa, and in 1927 shipment was made of approximately 2,500 carloads of Hillsborough County produce. During the past year 71,000 carloads of perishable fruits and vegetables were shipped from Tampa; produce raised in the Tampa trade territory.

The year 1926 may be taken as an average season as the farmer did not suffer from adverse weather conditions; the market was neither above nor below normal, and transportation conditions remained at par. During this year the shipments, through Tampa, from Hillsborough County alone included 1,047 carloads of citrus fruit, 388 of which consisted of grapefruit. Oranges shipped amounted to 381 carloads and the mixed citrus, tangerines, kumquats, loquats, limes, lemons and other varieties, totalled 278 carloads.

In the truck produce, 10 carloads of string beans were shipped. Cabbage, in the amount of 41 carloads, five carload lots each of canteloupes and celery were distributed via rail. Four carloads of cucumbers, and three each of sweet potatoes and Irish potatoes were shipped. Watermelons, amounting to 9 carloads, and peppers, coming to 14 carloads, added to mixed vegetables, in the amount of 58 carloads, were the smallest amounts shipped out. The greatest number of carloads for any single vegetable was 163, that number of tomatoes being shipped. Strawberries were shipped to the amount of 148 carloads.

Only recently has any attention been paid to dairying and poultry farming in Hillsborough County, and that branch of agriculture is still in its infancy. However, infinite possibilities are offered the farseeing person who realizes that, at the present time, local demand has to be supplied from the far west. One of the best inducements to the dairyman to locate in the county is the fact that his cattle are able to have twelve months' pasturage, in contrast with conditions in the north that require feeding and housing of the live stock for from six to eight months

during the year. In addition, prices per pound of milk in Hillsborough County come to about twelve cents where the northern dairyman receives only about two and a half to four cents a pound for his product.

Although it will be years before production can equal local consumption of dairy products, the industry is rapidly growing. Many Holstein, Guernsey, Jersey, Ayrshire Dutch Belted and other types of pure bred cattle are being introduced in the county.

Along with the dairy industry one naturally thinks of poultry, and the climatic conditions, absence of extremes of hot or cold, sandy, quick-draining soil, ease with which green feed may be had all during the year, and the unlimited market on the Florida west coast, makes this agricultural pursuit a highly profitable occupation. One of the greatest advantages in poultry raising is that a small plot of ground will reimburse its owner highly.

Prices for eggs range from 35 cents to 80 cents. It has been estimated that from the time hens begin to lay they pay a profit of $2.00 each hen per year, above cost of upkeep.

All in all, the amount of agricultural pursuits carried on in Hillsborough County not only provides the farmers with an excellent living but also furnishes work for those Tampans employed in shipping industries.

An additional factor in Tampa's position as twentieth port in the United States and its importance among the industrial centers of the South is the labor condition prevailing there. Due to the fact that winters are mild, cold weather occurring in only "spells" of a few days at great intervals during a period of two or three months, there is no necessity for any great expenditure on clothing, houses or heating. Even food is affected to some extent, meat not being a needful part of the diet.

The natural resources of the state also, insofar that they can supply manufacturers with most of the necessary material, have greatly contributed to the city's industrial growth. What raw materials have to be imported from either foreign countries or from other states are easily and cheaply brought into the city by water or railway.

Tampa has always been a business city, never attracting the number of tourists that purely resort cities in the state have. Notwithstanding this fact, the tourist has been a great factor in developing the city and has probably been the cause of more entertainment features being inaugurated than had the city not been affected by winter visitors at all. It has been estimated that 100,000 persons pass through Tampa, either staying overnight or for several months, each year.

One of the first buildings erected to take care of the tourists was the Tampa Bay Hotel, built during the last years of the nineteenth century by H. B. Plant. This picturesque structure, of Moorish architecture, was begun during the summer of 1888 and completed some eighteen months later, in 1890. When the heirs of Mr. Plant wished to dispose of the building and the surrounding grounds, which had been laid out to resemble gardens in their natural state, the city of Tampa contracted to purchase the hotel, to be used as a tourist hotel solely. The sur-

rounding grounds were improved, tennis courts, roque courts, croquet grounds, and other forms of entertainment were added and on June 12, 1905, the Tampa Bay Hotel passed into the hands of the city of Tampa.

At about the same time the present postoffice was built. It was made large enough to contain customs offices, internal revenue offices and other federal offices. As conservation of space in those days was not considered the important requisite it is today, the offices are pleasantly large and afford a marked contrast to those in more recently built structures. The building, done in the Greek manner, and flanked by Doric columns, was completed in 1906. It is approached by a flight of wide, shallow steps and its marble and brick facade contrasts strongly with the Spanish and Mediterranean types of architecture found among the city's newest suburbs.

The City Hall, finished in 1915, rises eight stories, the last five forming a tower that is topped by a balcony and another, smaller tower containing a clock. The clock, known affectionately to city officials and newspapermen as "Hortense," has had many fantastic and romantic tales woven about it, and, prosaically, is the timepiece by which many Tampans set their watches.

In back of the city hall and connected with it by a bridge, joining the two second stories, is the police station. Located in this annex are offices of the police officials, the municipal courtroom, retention quarters, gymnasium and storerooms.

The police department, itself, has been gradually increased to meet the needs of the growing city until, at the present time, it consists of 174 men. Of these, twenty are detailed to traffic duty, all of them being equipped with high-powered motorcycles. Already much work has been done in the police department toward outfitting it with the necessary number of automobiles, as it is necessary the police officers work in cars to attain the greatest amount of efficiency.

In the past four years the fire department has increased its force from 61 to 108 men and the number of stations to nine. These are located as follows: No. 1 at Jefferson and Zack Streets, in which the fire chief's office is located; No. 2 at Twelfth and Morgan Streets; No. 3 at Platt and Magnolia Streets; No. 4 at Twentieth Street and Ninth Avenue; No. 5 at Florida and Ross Avenues; No. 6 at Palmetto Beach; No. 7 at Taliaferro and Hillsborough Avenues; No. 8 on South Albany Avenue and No. 9 at Main and Frances Streets.

In 1925, during the "boom," the personnel grew to 91, which force has been increased until it reached the present number. Equipment has been bettered and at present there are fourteen motorized, thoroughly equipped, modern pieces of apparatus.

When the "boom" period was at its height, the engineering department of the city was forced to attempt a stupendous program, which work was extremely difficult because of the fact that the city was expanding too rapidly to allow material and labor to be secured easily by the department. In view of that fact, the work accomplished has been extremely well done, particularly the sewerage. During 1925 some $400,000 was expended for sanitary sewers and for storm sewers and appurtenances, about $90,000.

Paving, during the same period, was completed for more than 75,000 lineal feet, involving an expenditure of about $650,000. Contracts, to the amount of $2,000,000, were let for the succeeding year, the paving to be completed by the end of 1926. Steady progress has been made in this direction during the past year.

Probably the greatest appreciated work done by the city towards removing traffic congestion has been the completion of six bridges across the Hillsborough River, and the construction of the Lafayette Street Viaduct.

The viaduct, erected at a cost of $270,000, is constructed partly of reinforced concrete and partly of through plate girders, coated with two inches of a cement mortar compound known as gunite, which is shot against the steel with compressed air. Prior to the erection of this broad, well-lighted viaduct, the only way of crossing those railroad tracks southeast of the Union Station was by means of a narrow, steep viaduct that made an almost right angular turn at one end.

Before the Platt and Cass Street bridges were completed in 1926, traffic between the Hyde Park section and the business district was over the Lafayette Street Bridge. These two bridges, erected at a cost of $400,000 each, have done much to solve the problem of traffic congestion downtown, and, with their beautifully lighted arches, form a pleasing picture at night to passing motorists.

The Lafayette Bridge, however, still forms the main artery of traffic between the southwest residential section and the Franklin Street district. This bridge was completed in 1914, at a cost of $250,000. This, however, does not mean that its construction is inferior to that of the more recent structures—only that the cost of building has increased to that extent.

The Fortune Street and Michigan Avenue Bridges, completed, May 14 and January 20, 1927, connect West Tampa with upper Franklin Street and Tampa Heights. Heretofore, there had been a bridge at Fortune Street, but, not being adequate, it was replaced by the new $420,000 structure, and the old bridge was removed to Sligh Avenue, April 30, 1927, at a cost of $35,000. The Michigan Avenue Bridge, costing $420,000, affords an entirely new means of transportation across the river.

As the Hillsborough River is a navigable stream which accommodates considerable water traffic, the newly erected bridges are of the most modern type of bascule lift spans, having a channel clearance of about one hundred feet.

Outside of the present city limits, but included within them for a short period when Sulpher Springs was part of the incorporated city, is the bridge spanning the Hillsborough River at Florida Avenue. This was completed January 14, 1927, at an approximate cost of $55,000, and solved the problem of relieving traffic congestion at this point. Prior to the completion of this bridge, the only means of traffic across the river, going north and south, was over a very narrow bridge on Nebraska Avenue. It was so constructed that traffic going north had to stop to allow south-going cars to pass, and vice versa.

Until the construction of the water works plant in 1925, complaints about the water supply, both as to pressure and quality, were not infrequent. Before the new plant was constructed, drawing its supply from the Hillsborough River, just

above the dam of the Tampa Electric Company, the source of supply was principally from wells of varying depths from 150 to 350 feet. Thirty of these wells, each ten inches in diameter, had been sunk, of which twenty were in use. On account of the calcareous character of the underlying geologic formation, the water was always hard and the growing demands and the increasing draft upon the wells lowered the water table to such a degree that infiltration from adjacent bodies of saline water occurred. As a result the water was almost impossible to use for drinking purposes, and, indeed, when used for washing, did not combine with soap.

The old plant, owned by a private corporation, was purchased by the city for about $1,400,000 and is held as a reserve. In cases of emergency, after these wells have had a period of rest, they will produce satisfactory water, if used only occasionally. The new plant, costing in the neighborhood of $1,250,000, is now pumping about 13,000,000 gallons of water daily and the service connections about 25 per cent metered. It has been estimated that by metering all service connections the amount of water pumped will be reduced by about 4,000,000 gallons per day. As the cost of pumping is about $50 per million gallons, this reduction of 4,000,000 gallons would mean a saving of $200 a day or $73,000 per annum.

The old branching system of distribution with its dead ends preventing the complete circulation of water has been remodelled into the gridiron system. In this connection there have been laid 13,950 feet of 20 and 24-inch mains, 14,300 feet of 10 and 12-inch, and 17,400 feet of 6 and 8-inch main, a total of 45,650 lineal feet at a cost of $170,000. Soon after the plant was in operation in 1925, about 2,700 service connections and 23 sprinkler connections were made and 200 fire hydrants were installed in various parts of the city. This number has been added to gradually as expansion of the city has necessitated.

Three new 500,000 gallon pressure equalizing stand pipes have been erected, one on 21st Avenue near 14th Street, one at Henderson Avenue and Jefferson Street, and one at Benjamin Field, bringing the total reservoir capacity to 5,000,000 gallons.

Another means of estimating a city's growth is through its public utilities. During the past two years $15,500,000 has been expended for improvements and extensions by the gas, electric, telephone companies and the water works department. Of this amount, $5,250,000 was expended by the electric light and power company; $6,000,000 by the telephone company; $3,000,000 by the gas company and $1,250,000 by the water works department.

Located in Marjorie Park, on Davis Islands, is the Tampa city hospital, on which construction was begun in March, 1926. Before decision had been made that a new hospital should be built, an addition to Gordon Keller hospital had been contemplated in 1924. This plan was discarded, however, when hospital architects had decided that the idea was not practical and that such an annex could not possibly meet the demands of the city.

The present site, a gift to the city from D. P. Davis, promoter of Davis Islands, was chosen in 1925. The hospital, completed, cost the city $1,344,318 for con-

struction and equipment, the latter taking $94,634 of this amount. The building was put in use during the last months of 1927, although one of the wings had not then been completed.

The former city hospital, the Gordon Keller, was turned over to the South Florida Fair officials, to be used, together with the nurses' quarters, as one of the exhibit buildings. The Gordon Keller is situated on North Boulevard opposite the fair grounds.

Another municipally owned building recently erected is the auditorium, opened in October, 1926, and costing $300,000. Of this amount $5,000 was expended on stage settings. The auditorium, located at the northern end of Crescent Place, seats 4,000 persons and provides ample offices, lounge and committee rooms and auditorium facilities for the American Legion, for the various women's clubs of Tampa and for any conventions visiting the city.

Turning from entertainment to service, two of the most worthy institutions fostered by the city of Tampa are the Children's and Old People's Homes.

First efforts to aid the parentless children of Tampa or those whose parents were unable to support them were begun in September, 1892. At that time the Woman's Home Missionary society of the First Methodist Church had appointed Mrs. Carrie Hammerly Giddens as city and suburban "missionary." She rented a six-room house at the corner of Madison and Pierce Streets to provide a sort of day nursery for children. In 1893 the institution was removed to a larger house at the corner of Washington and Marion Streets, later donated by Mrs. C. A. Clark to the board.

This first board of the Children's Home was organized in 1894. However, it was not until 1922 that the corner stone was laid for a home, owned by the institution. At the present time more than 160 children are cared for at the home, their ages ranging from a few hours old to 13 years of age. The home, supported by the city, receives additional contributions from philanthropic individuals and organizations.

There are, at the present time, 50 persons living at the Old People's Home, located at Twenty-second Avenue and Twelfth Street. Fifteen of the inmates are men, 45 women. Inmates pay a membership fee of $300 before they are accepted in the institution, one-third of which is paid on admission and the rest within three months.

Construction on the present building was begun November, 1923, on a plot of land donated by Col. Peter O. Knight. The structure contains fifty rooms and cost $125,000. Prior to its erection, the inmates were crowded into an old building in the Garrison which was found to be unfit for a home. Money derived from the sale of that property was added to other funds for the new building. The building formerly in use by the institution is now used as a club house and home for sailors while in port.

The Old People's Home had its beginning in September, 1899, in answer to an appeal from the matron at the railroad station in behalf of two aged women who had arrived in Tampa without funds or friends. As, on the same morning, pla-

cards announcing the yellow fever in the city had been posted, it became urgently necessary to find some place for the helpless arrivals. A home at 405 Washington Street was rented, the old W. G. Ferris homestead, and the building itself later moved to the Garrison where it is now. The new home was completed in September, 1924, and stands in the midst of beautiful shade trees.

Tampa churches have made long strides in membership growth and general expansion during the past five years, according to a survey made of representative churches. Some of them have more than doubled their membership. Figures of 1922, 1926 and 1927 show the rapid growth in church membership and reports of building expansion bear witness to the substantial progress and growth of the various houses of worship.

The Tampa Heights Methodist Church had a membership of 1,025 in 1922; 1,332 in 1926 and 1,560 at the close of 1927. Last year the church enlarged its auditorium and erected a new Sunday School building at a cost of $150,000. The building was recently completed and opened to the public.

Membership of the Hyde Park Methodist Church in 1922 numbered 657; one of about 1,500 in 1926 and, at the close of 1927, the figures reached almost 1,800. One large auditorium is being made of the church auditorium and what was formerly the Sunday School annex.

The First Christian Church had 360 members in 1922; 518 members in 1926 and 803 in 1927. Construction of a large, red brick building, costing $250,000 together with the lot, was completed in 1927. Prior to that time services had been held in a frame building located on the site of the present bus terminal.

Membership of the First Methodist Church has almost doubled in the five-year period. The 788 members of 1922 grew to 1,156 in 1926 and reached 1,230 in 1927.

The Bayshore Baptist Church, organized in May, 1926, with a membership of 263, increased to 434 in 1927. Completion of its new $160,000 church at Howard, DeSoto and Dekle Avenues will take place during the early months of 1928.

The number of members of the Palm Avenue Baptist Church, 610 in 1922, tripled in 1926, attaining 1,800. Although a group of members withdrew in 1927 to organize the Riverside Baptist Church, membership at the end of that year totalled 1,821. Plans for 1928 include the erection of a $175,000 church plant.

The First Baptist Church, in 1922, showed a membership of 1,759 which jumped to 2,238 in 1926 and reached the approximate number of 2,300 at the end of 1927. It started and completed a $115,000 addition to the church at Plant Avenue and Lafayette Street in which the Sunday School is housed. This, together with the main building containing a beautiful and commodious auditorium, is one of the largest and finest church plants in the South.

Increasing from 135 in 1922 to 348 in 1926, membership of the Episcopal House of Prayer reached a total of 400 during 1927. St. Andrew's Episcopal Church, showing a membership of 380 in 1922, now has 795 members. In 1926 membership totalled 522.

First Presbyterian Church shows over a 100 per cent increase in the five-year period. In 1922 the membership was 690; in 1926, 1,183 and in 1927, 1,200. In 1927 the church purchased a lot at Marion and Polk Streets, giving the church the entire corner from Zack to Polk Street. A Sunday School is planned on this site. The first church electric sign was constructed on the building through the help of the women of the church, who are planning a well-stocked library for 1928.

Hyde Park Presbyterian Church shows a growth from 212 in 1922 to 426 in 1926, and a figure of 572 at the close of 1927.

First United Brethren Church showed a membership of 150 in 1922; 250 in 1926 and 312 in 1927. Approximately $10,000 was expended during 1927 on remodeling of the church building and installation of a pipe organ.

First Associate Reformed Presbyterian Church had a membership of 45 in 1923, which has increased to 125 at the present time. In 1927 erection of a new church building, costing $30,000, was completed.

Organization of the Seminole Heights Presbyterian Church took place in 1926 with 20 charter members. In the spring of 1927 the congregation erected a $10,000 tabernacle at Florida and Comanchee Avenues and, by the close of the year, membership numbered 257.

Seminole Heights Methodist Church had a membership of 250 in 1922. By 1926 the figures had more than doubled and at the close of 1927 they reached 625. At the time of publication, the new $120,000 church at Central and Hanna Avenues will have been finished.

Spencer Memorial Baptist Church was organized in 1926 with a membership of 57. At the present time membership has jumped to 235 and the church has completed improvements and addition of several Sunday School rooms to the building. Work on the extension was done by members of the congregation.

Organized during the first months of 1927 with a membership of 135, the congregation of the Riverside Baptist Church has grown to 300. Construction of a $6,000 temporary church home at Tampa and Keyes Streets will be finished in a short time, although meetings have been held in the building since the fifteenth of January, 1928.

Construction of the Academy of the Holy Name, Bayshore Boulevard, has been under way for some time, and the building will be ready for occupancy in three months. The present unit, to cost approximately $250,000, is part of a building program which will involve the expenditure of about $650,000.

Other congregations in Tampa include: Ballast Point Baptist, Belmont Heights Baptist, Buffalo Avenue Baptist, Clark Memorial Baptist, Concord Baptist, Jackson Heights Baptist, Seminole Heights Baptist, Sulphur Springs Baptist, Tenth Avenue Baptist, West Tampa Baptist, El Bethel Baptist, Port Tampa City Baptist, Port Tampa, Interbay and Bayshore Methodist, Eighth Avenue and Edgewood Methodist, Highland Avenue Methodist, Moody Heights Methodist, Nebraska Avenue Methodist, Sulphur Springs Methodist, Palmetto Beach Methodist, First Congregational, Pilgrim Congregational, Zion Lutheran, Advent Christian, Schaarai Zedek and Rodolph Sholon.

Attendance at all the city schools averages 20,000 daily. In a previous chapter the history and growth of the school system of Tampa has been treated.

Assisting not only school children in their research work, but also forming a pleasant spot for readers is the Tampa public library, a Carnegie institution.

The library, on Seventh Avenue, in the block between Tampa and Franklin Streets, was thrown open to the public on April 27, 1917. The ten years intervening have been marked by increasing popularity that has made possible an extension of service unsurpassed in the same period of time in any city near Tampa's size.

Starting with a total of 3,800 books, it now has on its shelves 42,696, and its patrons number 22,418. In 1918, the first complete year of its history, the library had a total book circulation of 82,377. By April, 1927, this circulation had increased to 382,654. The city appopriation to the library in 1917 was $10,000 and in 1926 it was $58,701.

The public library in West Tampa was taken over by the city in 1925 and now is operated in conjunction with the main library. In 1919 a library for negroes was opened at Harlem Academy, was moved in 1923 to the Urban league headquarters and, in 1926, was transferred to its present location in a rented building at 1404 Central Avenue.

The Hyde Park branch and the Ybor City school library were opened in 1922. Other branches that have been opened are: DeSoto Park, 1923; Tampa Box Factory, Ybor City, 1923; Weidman-Fisher Box Factory, 1923; George Washington Junior High School, 1924; Woodrow Wilson Junior High, 1926; Memorial Junior High, 1926; Jackson Heights School, 1926, and the Seminole Heights branch library, 104 Hillsborough Avenue, January, 1927.

Much as has been said against the "boom," it must be admitted that if such an event had not occurred when it did, the entire state would not be in possession of as many improvements as it now boasts. Hillsborough County, and Tampa, in particular, would not contain such buildings as it now has. Office buildings, hotels, municipal buildings, such as the auditorium, and the hospital; the many miles of paved roads that encircle and run through Tampa; the band shell; in fact, innumerable improvements would have taken many more years to have been built had it not been that, in a tremendous endeavor to take care of the hundreds of thousands of persons who came to Tampa during that hectic year of 1925, the city accomplished more building than had ever been done in Tampa before in the same length of time.

Twice before in the history of the city had been smaller periods of sudden growth, both coming directly after wars. The first, commencing soon after the close of the Spanish-American War, resulted in a sudden spurt and then settled back to a steady, regular increase and expansion. The importance of Tampa's port was recognized at about this time; phosphate was discovered in northern Florida, and then in Hillsborough County a few years later. Florida, as a whole, began to be developed.

It was at this time that the truth about Florida began to be learned. People of means from the north who desired to escape the rigors of a snowbound climate

found in Florida's balmy atmosphere an ideal haven not only for the winter months, but for the entire year. They discovered that instead of being a barren waste of sand, or a slimy morass, much of Florida's soil was formed by rich vegetation molded by countless centuries of sunshine into one of the most fertile lands in the world.

After this first sudden expansion had settled into steady growth, that period continued until shortly after the beginning of the World War. It was at this time that shipbuilding was done, that Tampa became the world's largest port from which phosphate is shipped and that the port ranked seventh of all United States ports.

After this second period of spurting forward, Tampa's port lessened in tonnage shipped, but not in importance. Today the port ranks twentieth of United States ports, but shows enormous possibilities of returning to its former station.

This third "boom" period accomplished for the land in and around Tampa what the second had done for the port, although it is true that shipping, on account of building activity, reached such a height that, for a time, freight could not meet the sudden demand.

The situation at this time was really humorous—since then, it may appear disastrous to those who have sunk all their ready money in realty, but they may feel assured that, in time, their money will be returned many times over. It is what is called "frozen" now instead of in liquid form: the ultimate returns are only a matter of time.

Subdivisions, consisting of cleared "piney" lands, several miles out from the centers of towns, contained the field office, street markers, and sometimes, the more ambitious, even boasted of paved streets and sidewalks. Today these lands, since they are no longer subject to speculation, are gradually being built up and sensible progress is being made.

By far, the greatest developments due to the "boom" are those in the Interbay section, consisting of Palma Ceia, Virginia Park, New Suburb Beautiful, Belmar, Beach Park, Parkland Estates, Maryland Manor, and others, extending on the south to Ballast Point and Port Tampa; Davis Islands, opposite the Hyde Park section and Temple Terraces, with adjoining developments, in the northeast section. Of these the Interbay and Temple Terraces sections are outside the city limits, but may be classified as part of Tampa as their residents conduct most of their business in the city.

Sulphur Springs is not included in the above list as it is more of a city in itself. However, the "boom" did not pass it by, and its growth has been proportionate with that of Tampa.

Undoubtedly, if it had not been for the boom, those two engineering projects, the Gandy Bridge and the Twenty-second Street Causeway, would not have been accomplished. The more important, Gandy Bridge, is a stupendous engineering feat, extending as it does for some 30,400 feet.

Work on the longest toll bridge in the world was begun in the early fall of 1922 and is not yet entirely finished as the bridge is constantly being widened.

However, during the summer of 1924, the bridge was opened to traffic. After the first year of service more than 2,000,000 cars had crossed the span, and on November 22, 1924, more than 7,000 cars crossed. Very few accidents have occurred despite the fact that the traffic has been continuous through all the hours of day and night, and under all weather and traffic conditions.

The concrete bridge is two and a half miles long and 24 feet wide on the road surface between curbs, and the entire length of bridge and causeways, nearly six miles, is brightly illuminated at night by General Electric highway units. Cost of construction ran into several millions. Construction on the Twenty-second Street Causeway, beginning on that street and ending in the Tampa Beach properties, was begun in 1925 to cost exceeding $300,000. It extends over a mile and has done much to facilitate traffic between the business section and the eastern parts of Tampa.

The Palma Ceia Golf Club, completed in February, 1917, first gave impetus to the improvement of the Interbay peninsula. Completion of the Gandy Bridge in 1924, did much to increase development of this section, and subdivisions, fostered during the "boom" finally brought it to its present progressive state.

By January 1, 1928, the largest drainage project in the state, built to serve this Interbay section, was completed at a cost of $2,338,000, and extends through more than 250 subdivisions, comprising 25,000 lots.

The completed system, together with the work accomplished in the first bond issue, gave the Interbay peninsula 32 miles of open ditches, two miles of masonry flumes, 12 miles of concrete pipes, 12 miles of concrete box drains, 300 permanent concrete catch basins, 250 temporary wood catch basins, 350 concrete inlets, 400 manholes and various other drainage appurtenances.

Bought from the late Mrs. Potter Palmer, of Chicago, by a group of Tampa financiers, the 1,500 acres of land known as Temple Terraces was laid out in Temple Orange groves in 1921. Arrangements for a country club and for beautiful residences were begun at the same time and have since prospered considerably. There is a golf course, a swimming pool, tennis courts and other forms of diversion surrounding the clubhouse, which contains quite a number of apartments in addition to the usual clubrooms. The trees, which have been bearing for three years, have done much towards paying for this immense development, and, in addition, form a charming picture with their glossy, dark-green leaves and brilliant golden fruit.

The Hillsborough River curves around the southern limits of this subdivision. In 1923, about 120 homes had been contracted for, all of them to be done in Spanish and Mediterranean architecture. This style has also been used for the clubhouse and adjacent buildings, in fact, throughout most of the newer subdivisions of the city.

Taking two islands, 30 acres in extent, as the foundation for a stupendous development project, the late D. P. Davis planned to have the completed islands, filled in by sand dredged from Hillsborough Bay, extend more than 900 acres.

To date, work on the islands is not finished and will not be completed until some time in 1929.

Mr. Davis paid $10,000 binder for the islands, part of the Henderson estate, in 1924, and in 1926 Stone and Webster, Inc., of Boston, arranged to take over financial and construction operations on the islands. Prior to that time, Mr. Davis had directed all activities. When the Boston corporation took charge there were already 60 homes, completed and occupied, on the islands, three hotels and about 20 apartment houses.

In 1925 installation of 1,500 complete light units on the islands was made at a cost of $250,000. One of the largest coliseums in the United States is located on the islands, and was completed in 1925. The building is used for dances and similar entertainments, and, until the municipal auditorium was finished, served as a concert hall for visiting musicians and lecturers. The building is owned by a corporation and was planned by C. F. Cullen, who conceived the St. Petersburg Coliseum project.

The municipal yacht basin is located on the islands; a country club provides social diversion, and tennis courts are located nearby. When the islands have been completed, there will be an eighteen-hole golf course, and many miles of beach.

A radio station, owned by the Tampa Daily Times, is situated on the islands, with a studio in the Mirasol Hotel. Broadcasting is done by remote control on a 267.7 wave length. This station, WDAE, was operated for a time, during 1926, by the Central Florida Broadcasting Stations, Inc., owners of WDBO at Orlando. Florida.

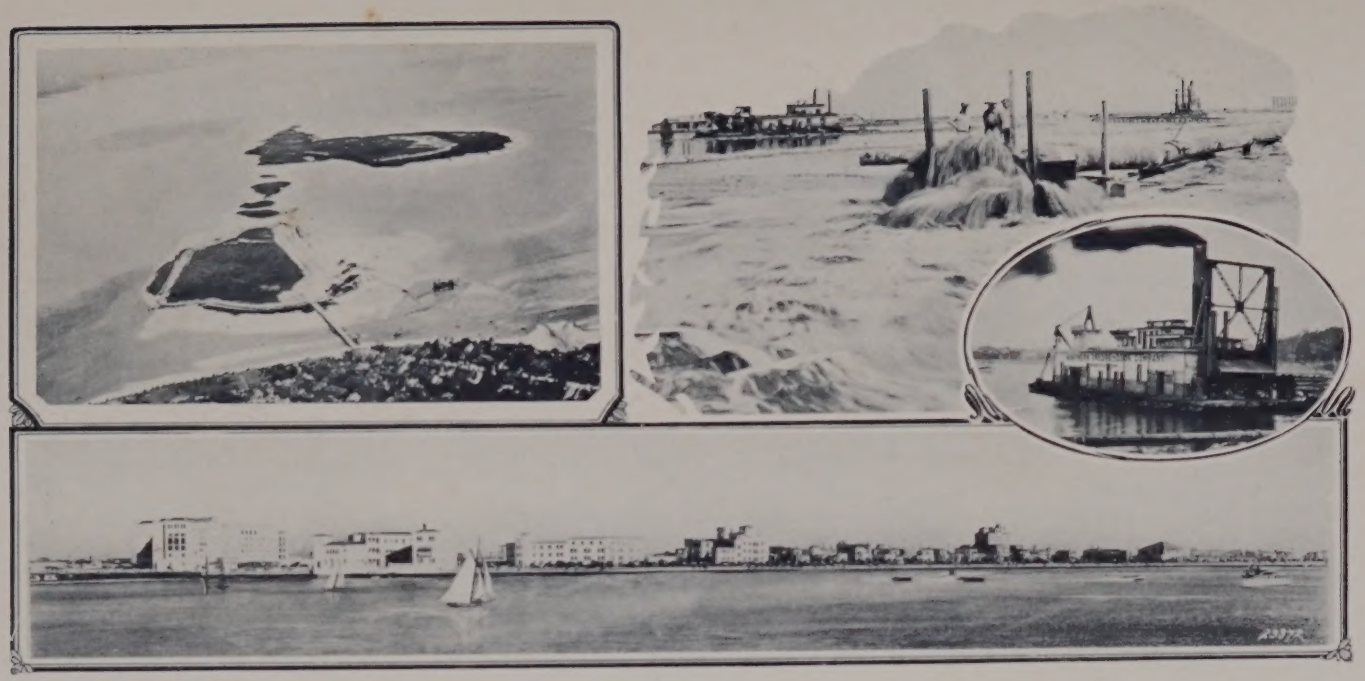
Work is now being done on a causeway, which, when completed, will cost the city $50,000. The project, financed by the city and Stone and Webster's will be completed in the early part of 1928. Until it is finished, the wooden causeway, completed in 1924, will serve traffic. The new causeway, constructed of steel and concrete, will be of ornamental design and will contain the water and gas mains leading to the islands.

Shortly after lots on Davis Islands were offered for sale they had all been taken, although at that time, dredging was still under way.

Extension of the Bayshore Boulevard from Magnolia Street to DeLeon Street, to meet the mainland end of the causeway is contemplated. This beautiful shore drive was further extended and improved in 1926 and 1927. A seawall was built from Swann Avenue to Ballast Point, and a double driveway constructed for part of that distance.

The 24-foot roadways are separated by the Tampa Electric Company right of way, 24 feet wide and bordered by 20-foot parkways. Cost of improving and extending the drive was apportioned as follows: 50 per cent to be paid by property owners; 15 per cent by the Tampa Electric Company and the remainder by the county.

Forming a great attraction to residents, tourists and inhabitants of the entire state is the South Florida Fair, held yearly at the Fair Grounds adjoining Plant Park. This institution was begun in 1904 and was known as the South Florida



DAVIS ISLAND.

Upper Left—As The Islands Looked When Work First Began.
Upper Right—Building Up the Island by Dredging, with Dredge Below.
Lower—The Island in 1928.

Mid-Winter Fair, but was discontinued several years later because of lack of funds. In 1913, W. G. Brorein, who had been connected with the fair before, succeeded in getting sufficient support to warrant continuing the institution. The following year, in 1914, a group of Tampa business men formed the South Florida Fair and Gasparilla Carnival, financing the organization by the sale of stock.

When America was plunged into the World War in 1917, and what was known as the "big freeze" occurred, the fair again met with financial failure, and the following year no fair was held. After the Armistice, however, the fair was revived, and since then has made tremendous strides forward.

The fair grounds and buildings are held in fee simple by the city of Tampa and have increased in value from $250,000 in 1920 to $1,250,000.

When it is remembered that the city of Tampa also owns in fee simple the Tampa Bay Hotel and grounds, including the casino, it will be realized that the west coast metropolis is a very extensive land owner. In fact, the city is the largest owner of highly valuable realty within its corporate limits. To the million and a quarter valuation of the fair grounds, may be added $3,000,000, valuation of Tampa Bay Hotel and grounds, bringing these two properties alone to $4,250,000, excluding other lands and buildings that are city property.

All of the structures recently erected on the fair grounds, with the exception of the grandstand, have been financed by receipts of the annual fairs. The fair association bears the entire weight of the upkeep of the grounds and buildings. At present there are eleven exhibit buildings, excluding the former Gordon Keller hospital and nurses' quarters; a steel and concrete grandstand with a seating capacity of more than 4,000; executive and administration buildings and rest rooms.

Attendance at the fair, which lasts from 9-11 days, increases yearly and exhibits are more elaborate and complete with each new season.

Latest statistics rank the South Florida Fair as the fifth largest in the United States and the sixth on the North American continent. Several years ago a Canadian exhibit, consisting in the main of grains grown in Canada, was shown at the fair. A unique feature of the exhibit were the "grain" pictures: landscapes made, with infinite patience, from tiny seeds of different grains—rye, wheat, corn, oats and others.

Although, as has been said before, Tampa is not a tourist city, it provides, in addition to the South Florida Fair, many atractions to those who visit the city. Inducements to settle here are offered in the reasonable living, and excellent labor conditions.

For diversion, there are the country clubs, located in various parts of the city; the swimming pools, as variously situated; a number of excellent theaters, one of which supports a stock company; fraternal organizations; nearby beaches, and, in the winter, visiting musicians of national and international fame.

These are brought to Tampa by organizations and individuals who desire to further musical development and appeciation in a city, that, until recently, was considered out of the beaten track of such persons. Also coming into the city

for a short time each year are Spanish and Cuban opera and stock companies, finding their audience among the appreciative Latin races, living in Ybor City and West Tampa.

Those persons possessing an automobile, and they are in the majority, take advantage of the network of splendid roads that surround Tampa. Little Sunday tours, or longer trips taking the entire week-end, may be made with their assurance that, not once, will a poorly paved road be encountered. Long drives into the country, or down the coast, net fisher- and huntermen all the game they can handle. Fishing, particularly, is a delightful sport when the fisherman combats his strength against that of the game, deep-sea fish found in Hillsborough and Tampa Bays.

The boom period affected, along with everything else, newspaper publication, and caused two more English dailies to be published than had been before or are at the present time.

Following the sale of the Tampa Morning Tribune by W. O. Stovall, he began publication of the Tampa Morning Telegraph, in 1925, but sold one year later to the Tampa Morning Tribune.

The Globe, an afternoon newspaper published in tabloid, commenced publication on November 24, 1925, and suspended publication, June, 1926. The other English evening newspaper, the Tampa Daily Times, began publication in 1890, and the Tampa Morning Tribune two years later.

When the Tampa Daily Times was first issued in 1890, it was successor to the Tampa Daily Tribune and the Tampa Weekly Journal which had been published for many years. Other pioneer journals were the Tampa Guardian, the Sunland Tribune and the Sunny South, the latter existing before the outbreak of the Civil War. Other publications in Tampa at present are: The Daily Record; El Heraldo Do Minical (weekly); The Florida Grower (monthly); The Floridian Magazine (weekly); The Free Press (weekly); La Gaceta; La Prensa; News-American; Tampa Bulletin (colored); Tampa Evening Journal; Tampa Mason (monthly); This Week in Tampa (weekly); Tampa Topics (weekly), and What's What, also a weekly.

Emerging as the city has from the hectic days of the "boom," and progressing as it is at present, there is no doubt but what the future holds more in store for Tampa than seems probable.

The citizenry that makes up the population of this rapidly growing city will, by its staunch belief in and firm support of the city, accomplish as much for it in the future as its pioneers did in the past. The resources of the state and of Hillsborough County, the sturdy population of the "backlands," the clemency of the weather, the strategic position of Tampa as a port, the greater transportation facilities that will, no doubt, come in time: all these will do for Tampa what has been done for the great cities of the world. There is no doubt but that, in time, Tampa will take her place among these, and assume her rightful rank.

HISTORY OF HILLSBOROUGH COUNTY FLORIDA

Part II

BIOGRAPHICAL

Campbell
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Biographical Sketches of Leading Citizens of Hillsborough County, Florida

PETER O. KNIGHT

PETER O. KNIGHT, son of James W. and Sarah Elizabeth (Kantz) Knight, was born at Freeburg, Pennsylvania, December 16, 1865. He comes from an old American family; his great-grandfather, John Conrad Knight, served in the Revolutionary War, as did his grandfather, Richard Knight, who enlisted at the age of eleven, as a drummer and fifer, and served throughout the war. Various members of the family have been influential citizens of Pennsylvania and other parts of the United States.

Peter O. Knight received his early education in the schools of his home county of Snyder, Pa., principally at Freeburg Academy. He afterward studied law at Valparaiso University in Indiana, where he received the degree of Bachelor of Law in 1884.

Immediately after completing his law course he moved to Fort Myers, Florida, where he commenced the practice of his profession, and soon became an outstanding citizen there, and after a residence of only two years he was elected mayor of the town, and, later, elected to the state legislature from the district in which Fort Myers is included.

Realizing the greater opportunities in a larger city, he moved to Tampa in 1889, and at once began his illustrious professional and business career.

In 1892, in association with W. H. Kendrick and E. S. Douglas, he organized the first electric street railway in Tampa, under the name of the Tampa Suburban Railway. This company was succeeded by the Consumers Electric Light & Street Railway Company; later, the street railway and electric light plant were taken over by Stone & Webster interests, and a new company was formed under the name of the Tampa Electric Company, of which Mr. Knight is now president. He is also general counsel of all the Florida properties under the executive management of Stone & Webster, which include: The Jacksonville Traction Company; The Key West Electric Company; Davis Islands, Inc.; Florida Motor Bus Lines; The Plant City Public Service Company; Winter Haven Water, Ice & Light Company; The Dade City Utilities Company and the Tampa Electric Company. He was counsel for the Plant City, Arcadia & Gulf Railroad and the Florida Central & Peninsula

Railroad, and has represented their successor, the Seaboard Air Line Railway, since the merger. He was also counsel for the Tampa Northern Railroad; the Tampa & Gulf Coast Railroad; the East & West Coast Railroad and the Kissimmee River Railroad before they were taken over by the Seaboard Air Line Railway.

Mr. Knight was one of the original incorporators of the Tampa Gas Company, of which he is now counsel and a director. He also was one of the organizers of the Exchange National Bank, and of the Tampa Hardware Company, of which latter concern he is now president.

Among other important companies in which Mr. Knight serves as a director or counsel, or both, may be mentioned:

The Bank of West Tampa; The Tampa Investment & Securities Company; The Tampa Ship Building & Engineering Company; The Ybor City Land & Improvement Company; Sanchez & Haya Realty Company; Tampa Union Station Company and First Savings & Trust Company of Tampa.

For practically the entire period of 1918 and 1919, he was stationed at Philadelphia and New York, in the capacity of vice president and general counsel of the American International Shipbuilding Corporation, which had charge of the construction of the Hog Island Ship Yard, the most gigantic of its kind in the history of the world.

Mr. Knight entered political life in Hillsborough County in 1893, when he was appointed county solicitor. He held this position for six years, gaining wide recognition for his abilities as a prosecutor. In 1899, he was made states attorney for a district now comprising eighteen counties. It was while serving in this position that he made his decision never to seek another public office, as he had come to the conclusion that he could wield greater political influence as a private citizen than as an office holder.

Mr. Knight has taken a very active and prominent part in civic, philanthropic and fraternal affairs. The success of the Tampa Community Welfare Drives has been very largely attributable to his presidency of the organization and the great amount of time he has given in the preparation and carrying on of these drives. He is president of the Hillsborough County Humane Society and president of the Tampa Home for the Aged. He donated the ground for the building of this Home, and was instrumental in raising a fund of $125,000 for the structure, which is conceded to be one of the finest in the South, for the purpose intended.

Among the many other organizations in which he holds membership may be mentioned: The National Merchant Marine Association; the National Owners of Railroad Securities; the Pan-American Congress; the National Institute of Social Science; the Boards of Trade of Tampa and Philadelphia; Sons of the American Revolution; the Florida Society of Sons of the American Revolution; the Tampa Yacht & Country Club; the Rocky Point Golf Club; Palma Ceia Golf Club; Seminole Club of Jacksonville, and he is a director in the Florida State Chamber of Commerce, and councilor representing that body in the United States Chamber of Commerce.

Fraternally, Mr. Knight is a 33rd degree Mason and a Shriner; he also holds membership in the Knights of Pythias, the Elks, the Woodmen of the World, and the Phi Alpha Delta Legal Fraternity.

He was married on August 24, 1886, to Lillie Frierson, of Sumter, South Carolina. They have two sons: Joseph M. Knight, an orange grower of Elfers, Fla., and Peter O. Knight, Jr., a member of his father's law firm.

The "National Business Review" has the following to say in the course of a recent article on Florida and Mr. Knight, which is important because it indicates his nationwide prominence:

"America may be indebted to Col. Peter O. Knight for the last word on the truth about Florida. Col. Knight is a Floridian by adoption, investment and inclination. He is one of the outstanding bankers of Tampa, the dominant city of the West Coast. Northern and Western observers have heard the opinions of many men from the state of sub-tropic sunshine, but none carries more weight than the word of Col. Knight. And by the same token, his word is of value in the political forecast for the presidential contest that looms in 1928. Col. Knight is a Democrat and a pillar of his party in the South. When he predicts, as he did recently before a group of New York newspaper men, that Coolidge would draw a greater Florida vote than Al Smith, were these two to face one another at the polls, the political leaders of the nation listened attentively."

F. O. ADAMS, JR.

F. O. Adams, Jr., was born at Waterproof, Louisiana, July 5th, 1881, the son of F. O. and Susan (Drake) Adams. Members of the family have been cotton planters in Louisiana for several generations back. His great-grandfather was president of Centenary College, and his grandfather was a professor in the same institution. Mr. Adams attended the country schools of Waterproof, subsequently attended Centenary College, from which institution he graduated in 1901.

He taught school for several years after leaving college, and was principal of a high school for a number of years. He has always been interested in education and took some special courses in this subject at the University of Chicago.

He became interested in architecture and attended and graduated from the school of architecture of the Massachusetts Institute of Technology. He practiced architecture for some time in Boston, subsequently at New Orleans and at Birmingham.

In 1914, he moved to Tampa, Florida, where he continued the practice of his profession. He has made a name for himself in architecture in Florida, having designed many important buildings in the southwestern part of the state, among which may be mentioned: the Plant High School, the Brewster Vocational School, and the Presbyterian Church of Tampa; the Peace Memorial Church at Clearwater; the San Marco Hotel, and the Worthington Apartments at Venice; the Plant Hotel at Plant City; the Merrymakers Club in Tampa; the Women's Club

at Tampa, and at Orlando; the residences of Isaac Maas, and Howard G. Philbrook in Tampa, and the Municipal Group at Lakeland, including the city hall, library, hospital, nurses' home and auditorium. This latter job was awarded in an anonymous competition.

Mr. Adams has held various important positions in organizations connected with his profession. He has been president of the Florida Association of Architects, the Florida Chapter of the American Institute of Architects, and of the Tampa Association of Architects, and he is a member of the American Institute of Architects; the American Specifications Institute; and the Technology Architectural Club.

During the World War he spent a year at Wilmington, Delaware, in concrete shipbuilding. Immediately after the war he spent one year in North Carolina, where he was assistant state architect, planning and designing state institutions.

He is chairman of the committee on city planning and zoning of the Tampa Board of Trade, and he considers city planning and zoning matters of very great importance. He was one of the original ones to advocate harbor improvement for Tampa.

Mr. Adams is a member of the Palma Ceia Golf Club, the Old Colony Club, Triple A. Club, and of the Kappa Alpha (Southern) fraternity. He was married July 9, 1914, at New Orleans, to Caroline Kilbride, and has two children: F. O., Jr., and Caroline Mathilda.

WILLIAM A. ADAMS

William A. Adams was born in Henry County, Georgia, on the 13th day of February, 1871, the son of A. L. and Martha (Henderson) Adams. His father was a Confederate Veteran, having served in the 30th Georgia Regiment.

Mr. Adams received his early education in the public schools of Georgia, and for several years worked on his father's farm in Georgia.

In 1888, he moved to Tampa, and his first position was as bookkeeper for the Tampa Lumber Company, in which connection he remained for about seven years; subsequently he engaged in the lumber business for himself, and later became connected with the Tampa Grocery Company. After a few years he purchased this business, and for sometime operated it and a retail store. In 1917 he sold out his interest in the Tampa Grocery Company, and established the Adams-Kennedy Company, in association with T. L. Kennedy. This has grown to be one of the most important wholesale houses in Tampa and a very large business is done all over the southern part of the State. In 1922 he purchased Mr. Kennedy's interest in the business and he is now the sole owner.

Mr. Adams has given a great deal of his time to public service, and he has been on the City Commission for the past seven years, he and Mr. Barritt being the only two left of the original City Commissioners elected when the Commission form of government went into effect. He was honored by having "Adams Park" named after him in recognition of his prominent part in having the city buy the land and lay out this park.

He has taken great interest in various enterprises in his adopted city. He is the oldest active steward in the First Methodist Church. He is one of the directors in the local Y. M. C. A., and a member of the Board of Trade.

He was married in Alabama to Miss "T. L." Kennedy and has four children: Mary, the wife of Judge L. L. Parks, J. S. and A. L. Adams, both members of the Adams-Kennedy Company.

IVE ADDISON

Ive Addison was born in Pike County, Mississippi, September 3, 1877, the son of R. M. and Emma (Wilson) Addison.

He received his education in the schools of Mississippi and at Georgetown College, Kentucky, where he was a football player.

Early in life Mr. Addison entered the railroad business which he followed for many years. Among the railroads with which he has been connected are the following: Illinois Central, Pennsylvania, Union Pacific, Santa Fe and the Texas and Pacific. He held various positions with these railroads, acting at different times as telegraph operator, station agent, ticket agent and train master.

Mr. Addison came to Tampa in 1912, and although he had had no previous experience in that line, he entered the mattress business establishing the Florida Mattress Factory which began operations in a small space on the corner of Fifth Avenue and Sixteenth Street. The business soon outgrew the original quarters and the next move was to a two-story building on the corner of Main Street and North Boulevard. In 1920, the magnificent plant which his factory now occupies on the corner of Chestnut Street and North Rome Avenue was built. Later, in 1925, he erected a new warehouse building on the corner of Spruce Street and Rome Avenue. The plant has an area of about one hundred thousand square feet and is equipped with all the latest and finest machinery for the manufacture of mattresses and box springs, and it has a capacity of a thousand mattresses per day.

The Florida Mattress Factory is the largest in the State of Florida and a very extensive business is done all over the State. The success of the enterprise has been due entirely to Mr. Addison's business ability and to his winning personality.

Besides the interest in his mattress factory Mr. Addison has valuable real estate holdings in Tampa and is active in various civic affairs. He is a member of the Rotary Club, Board of Trade, Manufacturers' Association, Credit Men's Association, Furniture & Storage Association and the United States Chamber of Commerce. His fraternal affiliations are with the Masons, Shriners, and Odd Fellows.

He was married at New Orleans on the twenty-fifth day of November, 1903, to Helen Erwin and has two children: Helen and Anna.

JAMES F. ALEXANDER

James F. Alexander was born at Sparks, Georgia, July 2, 1894, son of Banjamin Franklin and Alice (Sherman) Alexander. The family came originally from Georgia but moved to Florida many years ago.

Mr. Alexander attended schools in Sparks, including the high school there, from which he graduated.

His first important business engagement was with the Southern Land Securities Company at Bartow, where he remained until 1917.

His war record is especially deserving of mention as he was a First Lieutenant in the Q. M. C. from 1917 to 1919 and was located at various posts in the United States during these two years.

After the war he was connected with the Florida Citrus Exchange for about a year and then he entered business with his brother in the Alexander Lumber Company, which had already been established for about ten years.

Mr. Alexander is now Vice President and Treasurer of the Alexander Lumber Company which has grown to be one of the largest lumber companies in Southwest Florida. The capital of the company is $200,000 and the annual business runs over $500,000.

He is a member of the Tampa Board of Trade, belongs to the Palma Ceia Golf Club, and is a member and Past President of the Rotary Club. He is Vice President of the Florida State Savings Association and also Vice President of the Y. M. C. A. in which organization he is very much interested.

Fraternally he is a Mason and Shriner.

Mr. Alexander was married to Lucile Lightsey at Bartow, Florida, and has two daughters: Sarah Helen and Alice Elizabeth.

DR. BUNDY ALLEN

Dr. Bundy Allen was born at Carbondale, Ill., August 21st, 1885, the son of W. W. and Letha (Stewart) Allen.

He received his early education in the public school of Carbondale, subsequently taking a pre-medical course at the University of Indiana, after which he attended the St. Louis University where he received the degree of M. D. in 1912.

He commenced the practice of Medicine at St. Louis, continuing there for about two years when he became instrumental in the University of Iowa where he was head of the department of Roentgenology and he remained in this position for eleven years.

In 1925 Dr. Allen came from Iowa to Tampa where he commenced the practice of Medicine, confining his practice exclusively to Roentgenology, *i. e.,* X-ray and Radium work. The equipment for the practice of his chosen branch is probably the most complete and most elaborate of any in the southwestern part of Florida.

He is a member of a large number of organizations, including: The Southern, Florida and County Medical Associations, and the Johnson County and Iowa State Medical Society, the Radiological Society of North America, Fellow American College of Radiology, and a member of the American Roentgen-Ray Society, and Fellow of American Medical Association; of the Royal Society of Roentgenology of England. He is also a member of the local Rotary Club, and fraternally he is a

Mason and Shriner. He is a Major in the Officers' Reserve Corps, United States Army.

He was married in Iowa on the 23rd day of December, 1912, to Edith Cocherrom and has one son, Joseph Bundy.

WILLIAM GEORGE ALLEN

W. G. Allen was born in Meriwether County, Georgia, November 19th, 1865, son of Clemont Jeremiah and Ellen Josephine (Marchman) Allen. His father served in the Civil War, being a member of Company "D," 8th Georgia Volunteers. His great-great-grandfather, Drewry Allen, was a Revolutionary War soldier, serving under General Washington and also General Greene.

Mr. Allen received his early education in the public schools of Georgia and at the East Florida Seminary, at Gainesville, Florida.

In December, 1875, he came to Gainesville with his mother. After leaving school he served an apprenticeship in a carriage and wagon factory. In 1886 he moved to Waco, Texas, where he worked on a ranch for his uncle. One year later he moved to Corsicana, Texas, where he worked as a machinist in a cotton gin manufacturing plant, but returned again to Gainesville and engaged in farming with his brother Charles.

Mr. Allen moved to Tampa in February, 1890, and first engaged in the grocery and market business, conducting a store at the corner of Franklin and Harrison streets for sixteen years. He sold his business in 1906 and in that year became connected with the Tampa Drug Company, which had recently been established. Mr. Allen is President and active head of this Company and under his management it has grown to be one of the largest and most important wholesale firms in the South.

Besides his connection with the Tampa Drug Company, Mr. Allen is connected with numerous other business and social institutions of Tampa. He is a Director in the Franklin Bank and in the Citizens Nebraska Avenue Bank; Chairman of the Boy Scouts Camp Committee; was for several terms trustee Buffalo Avenue School; he is a member of the First Baptist Church; of the Rotary Club, and of the Board of Trade. Fraternally he is a Mason and a Shriner.

He was married in Tampa to Rachel Ray, who comes from an old Kentucky family, and whose great-great-grandfather, James Ray, a native of North Carolina, went West with Daniel Boone. Mr. Allen is the proud father of nine children: Ellen (Mrs. C. F. Irsch), William Ray, Walter George, Dorothy (Mrs. Louis Russell), Marguerite (Mrs. Harold Marchman), Ruth, Josephine, Charles Franklin and Nancy.

DR. S. W. ALLEN

Dr. S. W. Allen was born in Clay County, Georgia, May 24th, 1866, a son of William G. and Carrie J. Allen. His father was a doctor and also a surgeon in the Civil War.

The subject of this biography received his education in the country schools of Georgia and subsequently attended the Southern Dental College and still later the Alabama Dental College from which institution he received the degree of D. D. S. in 1893.

He came to Tampa in the year he graduated from college and at once began the practice of dentistry there. With the exception of one year, he has practiced continuously in Tampa since 1893, and is therefore one of the oldest practicing dentists in the city in length of service.

Dr. Allen belongs to the American, State and District Dental Associations and is a member of the Episcopal Church and fraternally he belongs to the Elks Lodge and the Knights of Pythias.

He was married at Tampa on the 28th day of May, 1891, to Angie Givens, who comes from one of the oldest Tampa families. Three children were born to this union: Mary (Mrs. Roscoe Nettles), Edith (Mrs. Earl Mullen), Angie (Mrs. George Emmert).

PASCO ALTMAN

Pasco Altman was born in Polk County, Florida, December 7, 1887, son of Thomas J. and Rosa (Lewis) Altman.

Mr. Altman has the distinction of being a native son of a native son of Florida, as his father was also born in Polk County, where he was a school-teacher and farmer in the early days.

He received his early education in the country schools of Polk County, subsequently attending the Tampa Business College and still later Washington and Lee University, where he studied law and was awarded the LL. B. degree in 1912.

He commenced the practice of law in 1912, in Tampa, with Judge F. M. Simonton. In 1913, he formed a partnership with Mr. C. J. Morrow, under the firm name of Altman and Morrow. This firm has become one of the largest and most important in Tampa.

Mr. Altman was a member of the Florida National Guards for several years, having been a second lieutenant in the service. He belongs to the Episcopal Church; the Palma Ceia Golf Club; the American, State, and County Bar Associations, and fraternally he is a Mason and member of the Knights of Pythias.

He was married in Tampa to Lillian Carter, formerly of Boston, Massachusetts, on the 2nd day of January, 1916.

A. E. J. ANDERSON

A. E. J. Anderson was born at Copper Hill, Tennessee, May 3, 1892, the son of Ausey Wilburn and Emma McMillan Anderson.

After leaving high school in his home town he began his career in the banking business in Atlanta, Georgia, where he remained for four years.

Pasco Martinez

Mr. Anderson came to Tampa in 1914 and immediately became engaged in the real estate business, being connected with the Macfarlane Investment Company for six years, at the end of which time he organized the A. E. J. Anderson Insurance Co., Inc., of which he is President and Treasurer, also A. E. J. Anderson, Inc., real estate business with a capital stock of a million dollars of which he is also President and Treasurer.

Mr. Anderson is also President and Treasurer of the Anderson-Souders Corporation, and President of the Gulf Realty Company of Tampa; Vice President of the Investment Corporation of Tampa and Director of the Coastal Properties, Inc., and of the Agwa Investment Company of Jacksonville.

He has always taken an interest in civic affairs, having twice been elected school trustee of School District No. 45. He also served for four years as Secretary of the Carnegie Library Board of West Tampa and was elected Bond Trustee for the last Bond Issue put on by the old municipality of West Tampa.

He is at present trustee of Southern College of Lakeland, director of the Boy Scouts, Y. M. C. A., Rotary Club, and Vice President and Director of the Family Service League.

Fraternally he is a Scottish Rite Mason and a charter member of the Egypt Temple Shrine. He is also a member of the Palma Ceia Golf Club.

He is a trustee and member of the Board of Stewards of the Hyde Park Methodist Church, also the Sunday School Superintendent of that institution.

Mr. Anderson was married in Tampa on the 20th day of March, 1917, to Jane A. Barritt and has the following children: Jane, Martha, Jack, Jr., Harold Robert James, June, and Peggy.

JOHN G. ANDERSON, JR.

JOHN G. ANDERSON, JUNIOR, was born at Williamsburg, Virginia, September 4th, 1884, son of John G. and Fanny (Davis) Anderson. His father came to Tampa in 1897, and was pastor of the First Presbyterian Church for a number of years; subsequently he became pastor of the Presbyterian churches at Anniston, Alabama, and at Gainesville, Florida.

Mr. John G. Anderson, Junior, received his early education in the schools of Tampa, including the high school, subsequently attending Emory College for one year, and Davidson College for two years.

After leaving college he was connected with the United States Engineers Department at Tampa for about one year, later becoming associated with the Bentley-Gray Dry Goods Company, with which he remained for two years.

In association with his father and brother he organized in 1908 the Tampa Coal Company, which has grown to be a very large and important business. He is secretary-treasurer and general manager of the company, and his brother, F. M. Anderson, is president.

Mr. Anderson is probably best known in Tampa, on account of his connection with the schools; he has been president of the Hillsborough County School Board since 1922, and during his incumbency of this important office many new and expensive school buildings have been erected, and the standing of the schools and personnel of the teachers have been very considerably raised. Mr. Anderson has given a great deal of his valuable time without compensation in working for the improvement of educational facilities in the county, and at the present time the schools here probably rank as high as in any county in the United States.

He is a member and Elder of the Presbyterian Hyde Park Church; a member of the library board of Tampa, and a charter member of the Rotary Club. He is also vice president of the Y. M. C. A.

He was married at Tampa to Maie Lindley, and has the following children: Jean Lindley, John G. 3rd, Maie Merryweather, Barbara Ann and Sandra, all born in Tampa.

L. M. ANDERSON

L. M. Anderson was born at Cumberland, Virginia, November 2nd, 1887; son of R. G. and Anna H. (Davis) Anderson. His mother was a lineal descendant of Jefferson Davis, President of the Confederacy.

Mr. Anderson attended school in Virginia, including the Fishburn Military School at Waynesboro.

After leaving school he worked for some time in a dental shop in Virginia where he learned the dental trade. In 1904 he came to Tampa where he established what was first known as the Tampa Dental Supply Company. Subsequently the firm name was changed to the Allen Dental Supply Company. In 1919, Mr. Anderson bought out Mr. Allen's interest and the name was again changed to the L. M. Anderson Dental Supply Company.

Due to Mr. Anderson's able management this concern has become the largest and most important dental supply house in the State of Florida. While the head office is located at Tampa, branches are maintained at Jacksonville, Miami and St. Petersburg.

A complete line in dental supplies of every kind and description is handled by the company.

Mr. Anderson is a member of the Tampa Board of Trade and is a Mason.

He was married to Bertha G. Graham, and has three children: Marjorie, L. M., Junior, and Graham.

WILLIAM ANDERSON

William Anderson was born in Scotland on the 17th day of July, 1878, the son of Alexander and Annie B. Anderson.

He received his education in various schools in Scotland including the Civil Service College in Glasgow.

W. Anderson

He was with the British Government for twelve years, part of which time he was engaged in provincial secret service work.

Mr. Anderson came to the United States in 1907 and for seven years was connected with a Secret Service Bureau in Philadelphia, from which point all the states in the Union were covered in different branches of secret service work.

He came to Tampa, Florida, in 1914, and established the Southern Detective Agency. This agency which represents many of the largest financial concerns in the state in a secret service capacity has become one of the most important detective agencies in the South. The agency has connections all over the country and is organized along the most modern lines. Mr. Anderson is a man of the world who has made a broad study of human nature, the methods of law-breakers and the habits of the general public, and is therefore in a position to handle with greatest efficiency any kind of a case.

He has always taken an interest in Civic affairs in his adopted city and has done a considerable amount of charitable work in unpretentious ways.

His fraternal affiliations are with the Knights of Pythias.

He was married at St. Augustine, Florida, on the 10th day of June, 1911, to Agnes G. Steele.

JOSE ARANGO

Jose Arango was born in Spain in April, 1872. He came to the United States in 1883, and four years later settled at Port Tampa, where he learned the cigar business working in a cigar factory there for about a year and a half. He then moved to Chicago where he engaged in the cigar business for about twenty-five years.

He moved his cigar business from Chicago to Tampa in 1921, where he has since been engaged in making the well-known "Cyrilla" brand of cigars, which enjoy great popularity throughout the United States. The prices of this brand of cigar range from 5c to 50c each, and in normal times about thirty-five thousand a day are turned out in his large and modern factory in Tampa.

Mr. Arango belongs to the important Spanish and Cuban Clubs, and fraternally he is a member of the Elks.

He was married in Chicago, and has the following children: Madeline, Anthony, Joseph and Anita.

CHARLES F. AULICK

Charles F. Aulick was born in Kentucky on the 17th day of May, 1860. He received his education in the schools of Kentucky and began life as a carpenter. He came to Tampa in 1894 where he continued working as a carpenter but gradually worked into the contracting business until he became one of the leading contractors and builders of Tampa.

Mr. Aulick has to his credit many important and noteworthy edifices in Tampa, among which may be mentioned the Stovall building on the corner of Madison and Tampa Streets; the Regensburg Cigar Factory, the largest Havana Cigar Factory in the world, the Old American National Bank Building, the residences of A. C. Clewis, C. C. Widicar and William LeDuc—this latter residence was one of the most costly that has ever been built in the City of Tampa. Mr. Aulick was married at Tampa in September, 1900, to Fanny F. Conway and has four children: Edward, Charles F., John T. and Mary.

ERNEST CARLTON AUSTIN

Ernest Carlton was born in Albemarle County, Virginia, son of Alexander Campbell and Marie Louise (Dowling) Austin. He comes from one of the oldest families in Albemarle County, Virginia, and several of his ancestors took important parts in the Civil War.

Mr. Austin came to Tampa in 1906, where he received his education in the primary schools, and in the Hillsborough High School.

After completing his schooling he entered the employ of the Tampa Box Company, with which large manufacturing plant he has been connected ever since.

His war record is especially deserving of mention. He joined the 24th United States Engineers in November, 1917, with which organization he served for almost two years in France and in Germany. He took part in five major engagements, and after the Armistice was signed, he spent some time with the Army of Occupation in Germany.

He has taken an influential part in Masonry, being a 32nd Degree Mason and a Shriner, and having served as Master of Hillsborough Lodge No. 25. He is President of the Past Masters Association and also President of the Hillsborough Lodge Association, which financed and constructed the magnificent new Lodge Temple at 508 E. Lafayette Street, Tampa.

He was married on June 29th, 1921, to Lillian Winifred Clarke, daughter of Dr. and Mrs. P. H. Clarke, and has three children: Margaret Marie, Ernest Kendrick, and Allen Alexander.

DOCTOR JOSE RAMON AVELLANAL

Doctor Jose Ramon Avellanal was born in Gijon, Spain, on the 10th day of December, 1869. Son of Agapito and Luisa (Bango) Avellanal.

He was brought to Cuba by his parents when the Island was still a possession of Spain, and here he received his education. From his first year in the Primary School to his last year in the University of Havana, where he received the degree of M.D. and DD.S, he won the highest honors in every subject he studied.

He practiced medicine for a short time in Cuba and received many honors from the Spanish Government under the Colonial regime. In 1901 he was engaged

J. R. Oakland

by the Government of Costa Rica to combat malaria and yellow fever. He traveled the dangerous wilderness of that country with his wife on horseback, canoes, ox carts and other primitive means of conveyance.

In 1904, Doctor Avellanal moved to Tampa, where he continued the practice of his profession. He became one of the outstanding physicians of Southwest Florida, and during later years he was obliged to engage six other doctors to help him in his work. He usually commenced the occupations of the day at 6:00 o'clock in the morning, and rarely went to bed before midnight and often arose during the night to attend to some urgent call. He directed the El Porvenir Society for a time and later he became Director of the Spanish Sanatorium. During this time he founded the El Bien Publico Society, which did a great deal of work for the laboring classes along medical lines. He was interested in various businesses, and was President of the Liborio Cigar Company and Vice-President of the Latin-American Bank. He was also President of the Colonial Drug Company, which owns a chain of drug stores in various parts of Tampa.

From 1915 to 1920, he lived in New York City, where he was President of the New York Signal Company.

In 1921 he returned to Tampa, and from that time until his death his efforts were dedicated to El Bien Publico Society, and to the Public Welfare Bank and Loan Company, of which he was President.

In 1923, he helped organize La Gaceta, Tampa's leading Spanish Daily. Two years later he founded El Bien Publico Clinic.

During two great strikes in Tampa, Doctor Avellanal rendered great service to the working classes, by giving them medical treatment and medicine without cost.

There was no emergency hospital in Ybor City until he established one which subsequently became connected with his clinic.

He was a member of Caballero De La Luz, a Spanish fraternal organization, and he was also an honorary member of the Spanish Casino and Centro Asturiano.

He was married to Concepcion Jiminez, who survives him with one son, Jose L. and two sisters: Maria Louisa and Aurora, and Doctor Evaristo G. Avellanal, a Justice of the Supreme Court of Cuba, a brother.

He died on the 25th day of July, 1927.

Doctor Avellanal was one of Tampa's great men, and in his death his many friends and patients, as well as the City at large, suffered a great loss. He was a true gentleman and a skillful physician and his great aim in life to render service to his fellowmen was fulfilled, and as an indication of the esteem in which he was held by the Cuban residents of Tampa, he was made an honorary member of the Cuban Club, a distinction never conferred on any one else.

W. D. BAILEY

W. D. Bailey was born at Ozark, Arkansas, May 25th, 1883, the son of G. T. and Julia (Weeks) Bailey. The family was originally from Georgia where W. D. Bailey received his schooling.

He entered the clothing business in Brunswick, Georgia, where he had a clothing store for about five years. In 1915 he moved to Tampa, Florida, and established the well-known men's store "Bailey the Clothier." The store was first located on LaFayette street, but was subsequently moved to 514 Franklin street where one of the best equipped and best stocked clothing stores for men in Florida is to be found. The business was incorporated in 1925 and Mr. Bailey is President, Treasurer and principal owner of the business.

He has taken an active part in civic affairs and is known as one of the progressive merchants of the City. He is a member and past President of the Rotary Club, also a member and Past President of the Merchants' Association of Tampa and of the Florida State Clothiers' Association. He holds membership in the Palma Ceia Golf Club and the local Board of Trade, and is also a member of the First Presbyterian Church.

He was married in Brunswick, Georgia, in 1909 to Tallulah Fleming and has two children: W. D., Jr., and Charles F.

C. B. BARNARD

C. B. BARNARD was born on the 13th day of August, 1850, at Farmington, Maine; the son of Dr. James B. and Augusta Barnard. He received his education in the common schools and Bloomfield Academy of Maine and went to Oklahoma at the age of sixteen where he remained for about twenty-five years and came to Albion, Florida, in 1891, where he engaged in the phosphate business with the Portland Phosphate Company, of Albion, as Vice President; subsequently he and several other prominent men, including the late Gov. N. B. Broward, became engaged in filibustering guns and ammunitions on board the famous Three Friends to Cuba prior to the Spanish American War, which resulted in his moving to Tampa in 1895.

His principal occupation in Tampa was his connection with the Barnard and Hester Company, dealers in hay and grain, which was a very important business in its day. He was also the owner of a considerable amount of real estate in Tampa.

He was always interested in politics and acted as campaign manager for several successful candidates at various times and he served as sanitary chief in Tampa during the years of 1904 and 1905.

He was a Mason and a member of the Knights of Pythias.

He was married at Archer, Florida, and had one son, Harrison Hester Barnard.

He died October 20, 1913.

HARRISON H. BARNARD

HARRISON H. BARNARD was born at Tampa, Florida, March 8, 1896, son of Calvin B. and Nettie (Hester) Barnard. He received his education in the schools of Tampa, including the high school there and his first business connection was

with the Exchange National Bank, where he remained until the outbreak of the World War in 1917, at which time he volunteered for service and ultimately became a Second Lieutenant in the 53rd Infantry of the 6th Division.

After the war he was employed by the American La France Fire Engine Company, as traveling representative, continuing such until 1925, when he entered the real estate and insurance business, which he has followed until the present time, giving most of his attention to the insurance end of the business.

He is a member of the Tampa Board of Trade, of the Local Insurance Board and of the Forest Hills Golf Club. Fraternally he is a Mason and a Shriner.

He was married on the 16th day of November, 1921, to Pauline Holmes at Tampa.

ELIZABETH DORCTH BARNARD

Elizabeth Dorcth Barnard (widow Capt. U. Grant Barnard), was born at Palma Sola, Florida, August 12, 1881; daughter of George W. and Marcella Dorcth. Her grandfather, Stephen J. Tyler, was a Civil War Veteran, and tax assessor of Manatee County for many years, and was familiarly known as "Uncle Steve," and was a direct descendant of President Tyler. Her grandmother, Caroline Morgan Tyler, was a direct descendant of Wales Morgan, a branch of the same family from which J. P. Morgan, the well-known financier, comes.

Mrs. Barnard received her early education in the grammar and high schools of Manatee County, and took a special course in Accountancy. She has also taken home study courses in shorthand and typing, and received a diploma from the Tulloss School of Touch Typing, and also a diploma from Boyd's Shorthand School. She subsequently studied in the Temple School of Washington, D. C.; took a commercial course in the Tampa Business College; studied office management under Lee Galloway, Ph. D.; and has taken special courses in postal laws and regulations and business administration under the LaSalle Extension University.

Mrs. Barnard came to Port Tampa, Florida, as a bride in September, 1900, where she resided for a number of years. After the death of her husband, she became connected with the Tampa postoffice, in a subordinate position with a salary of $50.00 a month. She has been gradually promoted to the following positions: Private secretary to postmaster; foreman of inquiries; assistant superintendent of mails; cashier, and in 1923, she was appointed postmaster with a salary of $6,000.00 per year. She is the only woman in the United States or in any part of the world to be paid so large a salary, or to have charge of such a large postoffice; the receipts of which are now running over a million dollars a year, and total annual money transactions over nine million dollars, including money orders, postal savings, etc.

Apart from her arduous duties in connection with the management of the postoffice, Mrs. Barnard has found time to take an active part in various civic affairs; she was corresponding secretary of the Tampa Business and Professional Women's Association for the years 1922, '23 and '24, and was state president of this organization during the year 1925 to 1926. She was secretary of the Hillsborough County Beautification Commission when first organized in 1923; a member of the physical and finance committees for many years of the Y. W. C. A.; captain of teams on all

drives for the Y. W. C. A. or Community Chest; she is regional chairman of the National Board of Business and Professional Women; third vice president National Postmasters Association from 1923 to 1924, and regional vice president of the Service Postmasters Association and second national vice president of business and professional women, an organization of 65,000 women at the present time. She holds membership in the Tampa Board of Trade and in the Hillsborough County League of Women's Clubs, and is a member of the Methodist Church at Bradenton.

Mrs. Barnard was married to U. Grant Barnard, captain in P. & O. line of steamers, September 23, 1900, at Bradenton, Florida, and has two children: Ulysses Grant Barnard and Margaret Caroline Barnard Gilmour.

WILLIAM J. BARRITT

WILLIAM J. BARRITT was born in London, England, January 6th, 1879, the son of William and Annie (Kittredge) Barritt. He came to the United States in 1885 with his parents, settling first at Sanford, Florida, but subsequently moving to Mount Dora, and in 1892 he came to Tampa.

Mr. Barritt's first business was with his father in the grocery trade. Subsequently he went into the dairy business, and in connection with this latter business he began in a small way to make ice cream, and it was not long before the ice cream end of the business became larger than the dairy end, and in 1912 he gave up the dairy business and organized the Poinsettia Ice Cream Company.

The Poinsettia Ice Cream Company is probably the largest ice cream concern in the State of Florida, if not in the South. The main offices and largest factory are located at Tampa, but there are branch plants in Lakeland, Orlando, St. Petersburg, Bradenton and Clearwater and the total annual business of the six plants runs well over a million dollars.

Mr. Barritt has given a great deal of time to public service; he is now (1927) completing his seventh year on the City Commission of Tampa. He has the distinction of being called the father of the new waterworks, having been Chairman of the committee which built the new waterworks plant, the completion of which has guaranteed the City an adequate supply of water for many years to come.

Mr. Barritt is a member of the Rotary Club, Palma Ceia Golf Club, Board of Trade, Director in the Y. M. C. A., and Chairman of the Board of Stewards of the Tampa Heights Methodist Church. Fraternally he is a Mason and a Shriner, and a member of Knights of Pythias.

He was married at Tampa to Blanch H. McNeal and has five children: James D., William J., Junior; Harvey M., Jane (Mrs. A. E. J. Anderson), and Edna (Mrs. M. L. Price).

DR. CHARLES W. BARTLETT

Dr. Charles W. Bartlett was born in Sagua La Grande, Cuba, April 26th, 1870, son of Charles W. and Serifina (Wilson) Bartlett. His grandfather on his father's side had a plantation in Cuba, and his father had been sent there to manage it. It was thus that he happened to have been born in Cuba. He is a quarter Spanish descent, as his grandmother on his mother's side was Spanish. He attended school in Cuba and subsequently went to school at Alexander, Virginia; still later attended St. John's College, at Fordham, New York. He studied medicine at the University of Maryland, from which institution he received a degree of M. D. in 1893. After leaving college, he spent a year in the Public Health Service in Baltimore, and prior to this he was interne at the University Hospital in Baltimore for a year.

It was in 1895 that he moved to Tampa, and there commenced the practice of his profession, which he has been actively engaged in ever since; he is, therefore, one of the oldest (if not the oldest) practicing doctors in Tampa, in length of service.

During the Spanish-American War, he served in Cuba with the United States Army, as Acting Assistant Surgeon, with rank of First Lieutenant. There he remained for two years.

On his return to Tampa from Cuba he was given charge of the Tampa Bay Quarantine Station.

He has held various other important positions in line with his profession; he was Agent for the State Board of Health for Hillsborough County for a number of years, and later was Assistant Health Officer of South Florida; for six years he was connected with the Board of Public Works of Tampa, and he was elected City Commissioner of Tampa in October, 1927.

Apart from his profession and offices which he has held in connection with it, Dr. Bartlett has been actively interested in the buying and selling of real estate in and around Tampa, and owns a lot of very valuable property.

He is a member of the State and County Medical Associations, and fraternally he is a Mason, Elk and member of the Woodmen of the World.

He was married at Tampa to Mary Entenza, and has the following children: Isabelle (Mrs. Frank Wilder); Dr. Charles W. Bartlett, Junior; Dr. William Albert Bartlett, Carmen and Josephine. All his children were born in Tampa, except Dr. Charles W., Jr., who was born in Cuba during the Spanish-American War.

GEORGE W. BARTLETT

George W. Bartlett was born at Southside, Tennessee, June 2nd, 1883, the son of John L. and Christeny (Maveety) Bartlett. His father was of English and French descent and his mother of Irish descent.

He attended schools in Tennessee and subsequently became a school-teacher. In the year 1902 he entered the transportation business at Montgomery, Alabama, and served with the Louisville and Nashville Railroad for some years. In the

year 1909 he came to Jacksonville with the Seaboard Railroad and remained for two years.

Mr. Bartlett became a citizen of Tampa in 1912, coming there as Soliciting Agent for the Clyde and Mallory Steamship Lines. Subsequently he became Port Agent and still later General Agent for the Clyde and Mallory Steamship Companies with jurisdiction over operations including traffic. He is also General Agent for the Gulf and Southern Steamship Company and is Secretary and Treasurer of the Mallory-Gulf Terminal Company, a half-million-dollar corporation.

Mr. Bartlett is a member of the Tampa Board of Trade, of the Rotary Club, the Rocky Point Golf Club, and fraternally he is a Mason and Shriner.

He was married at Montgomery, Alabama, on the 14th day of February, 1909, to Alline Main and has one son, Lewis Clark.

ASHER BASSFORD

ASHER BASSFORD was born in Calais, Maine, the son of A. B. and Lucy J. Bassford.

He received his education in the schools of his home town including the high school there.

Early in life he entered the building and contracting business which he followed in several different parts of the country until he came to Tampa in 1902 to supervise, for the contractor, the building of the Post Office. He had entire charge of the construction of this noteworthy edifice. After this building was completed he left Tampa and after filling various important engagements in the building line, returned in 1912.

In 1914 he was appointed building inspector of Tampa by Mayor D. B. McKay and has occupied this office ever since. As an index to the growth of Tampa it is interesting to know that the first year Mr. Bassford was the building inspector, permits for the city amounted to about $500,000, twelve years later (1926) they reached almost $20,000,000.

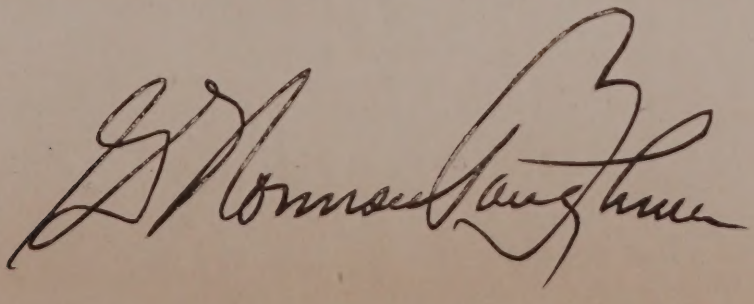
He belongs to various clubs and is a Mason and Shriner and Past Chancellor of the Knights of Pythias. He also belongs to the Odd Fellows.

He was married on the 12th day of February, 1875, to Annie S. Marshall, and has the following children: Mrs. S. R. Walker, of Hamlet, N. C.; Amy R. Bassford, Tampa, Fla.

G. NORMAN BAUGHMAN

G. NORMAN BAUGHMAN was born at Roseville, Ohio, November 27, 1880, son of John G. and Anna C. Baughman.

He graduated from the public and high schools of Roseville and took a two-year course in electrical engineering at the Ohio State University in Columbus, Ohio.



Mr. Baughman followed the electrical contracting business at Columbus, Ohio, and Richmond, Indiana, for some years and came to Florida in 1907 on account of his health, locating first at Clearwater and then at Sutherland, in which places he engaged in the general contracting business and in orange and grapefruit growing.

In 1911 he came to Tampa and established an auto supply business under the name of "The American Supply Company," which was later changed to the G. Norman Baughman Company. He began this business on his own capital amounting to $2.75 and on $660 which he borrowed from a professional money lender. Under his very efficient management this company has grown to be by far the largest auto supply company in Tampa and one of the largest in the South. The main office is located at Tampa, but important branches are also maintained in various other Florida cities. A large three-story building on the corner of Florida Avenue and Jackson street was built by the company in 1917 in Tampa.

Apart from his connection with his own business, Mr. Baughman has various other business, religious and philanthropic interests. He is president and director in the following corporations: Franklin Printing Company; The Security Finance Company; The Broadway Auto Supply Company; and the Ace Automotive Company, of St. Petersburg. He is also a director in the Tampa Y. M. C. A. and Tampa Automobile Dealers Association and Tampa Radio Association, and treasurer and director of the Family Welfare Association. He is on the board of governors of the Tampa Board of Trade and a member and steward of the Hyde Park Methodist church.

During the World War, he was chairman of one of the Red Cross committees and was also active in Liberty Loan drives.

He was on the charter board which drew up the charter for the commission form of government of Tampa.

Mr. Baughman is state vice president of the National Automotive Equipment Association.

He is an active member of the Rotary Club and of the Rocky Point Golf Club.

He was married to Mary Pauline Dobbs and has three children: Grace, Wilbur and St. George.

BAILEY B. BAXTER

Bailey B. Baxter was born September 20th, 1897, at Richmond, Kentucky, son of Robert A. and Mattie (Gentry) Baxter. He comes from a well-known Kentucky family. The first American ancestor on his mother's side was Nicholas Gentry, who came to Virginia in 1697. His father's family is also a very well-known one throughout Kentucky.

Mr. Baxter received his education in the schools of his home town including the high school there. He was class president his senior year in high school during 1916 and was editor-in-chief of the school annual the year he graduated from high school. Subsequently he attended Berea College at Berea, Kentucky, and still later

he studied law at the University of Kentucky, where he received a degree of LL. B. in 1922, and practiced law in Lexington, Kentucky, for two years.

His first business connection was with the United States Steel Corporation at Gary, West Va., and later he was with the Sun Shipbuilding Company at Chester, Pennsylvania.

He came to Tampa on November 1, 1924. Soon thereafter he took and passed the Florida State Bar Examination and since said time has continued to practice law in Tampa, with offices at 301-3 Stovall office building. His practice consists principally of real estate and corporation work.

Mr. Baxter has taken an active part in various civic enterprises, and is a member of the junior board of trade, and during the year 1927 was attorney for this organization. He is a member of the official board of the First Christian Church, a member of the Masonic Lodge, and of the Egypt Shrine Temple, and the Forrest Hills Country Club.

While in college he was a member of the Phi Alpha Delta law fraternity, and was secretary of the Henry Clay Law Society at the University of Kentucky.

Mr. Baxter is entirely a self-made man.

THOMAS J. BEATY

His Ideals: Never give up. Let us all do our bit to make the world better for humanity.

THOMAS J. BEATY was born in Hamilton County, Florida, on the 11th day of November of the year 1864, son of T. J. and Charity Beaty. His father was a native of Georgia, and in the early days, was an Overseer, Confederate Veteran, and Farmer.

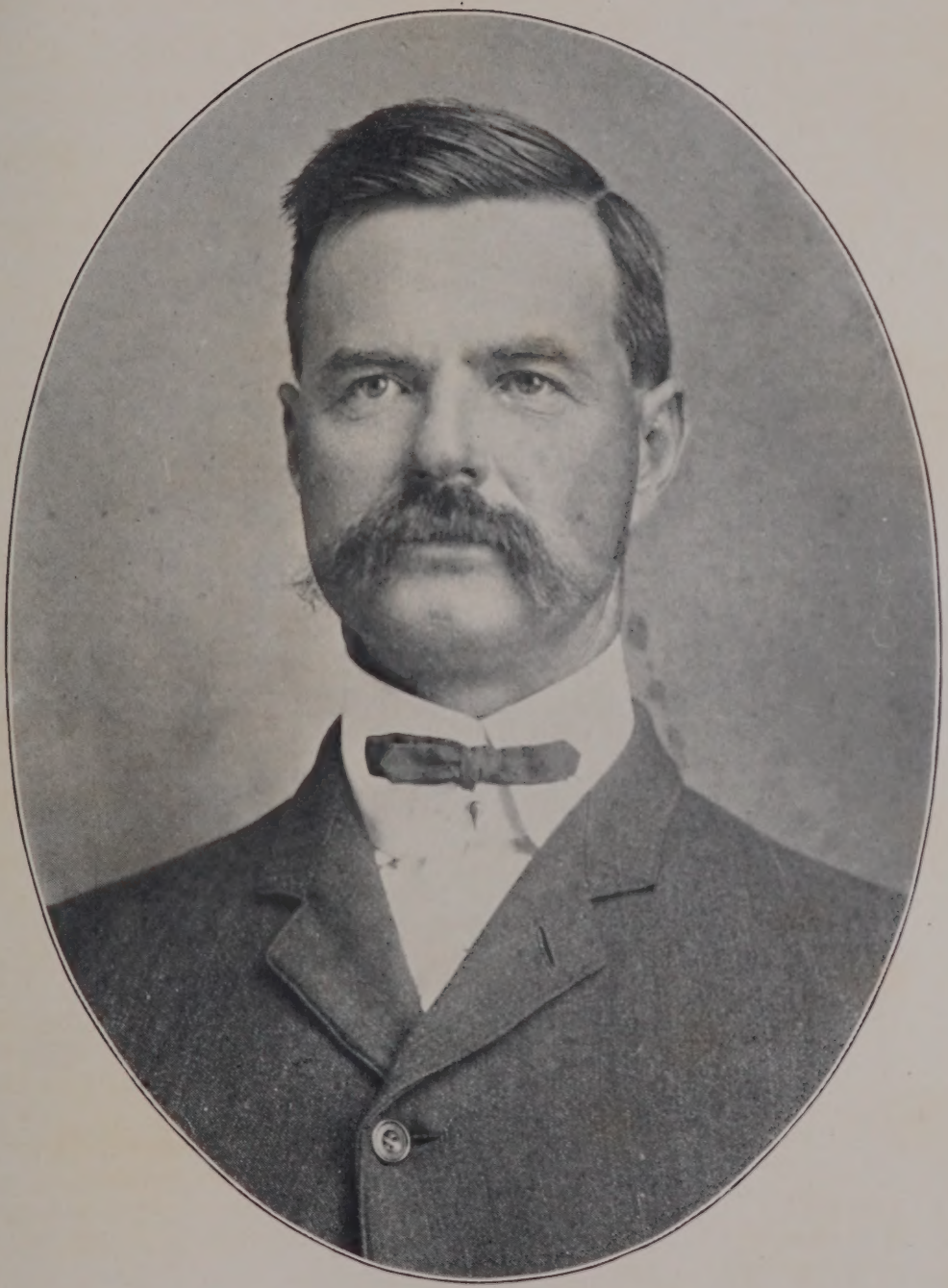
T. J. Beaty worked on his father's farm, and studied his books at night until the age of twenty-one years, after which time he taught school during the regular term, and took Normal instruction through the summers.

After spending fifteen years as teacher and Normal student he was forced to take up an outdoor occupation on account of his health, subsequently entering into the study and practice of Land Surveying which he mastered entirely through his own efforts, being elected upon three different occasions to the office of County Surveyor, which he filled successfully during the years from 1900 to 1904, from 1920 to 1924, and from 1924 to 1928.

During his incumbency of office, he has given entire satisfaction to the people of Hillsborough County. His long experience in land surveying proved to him the futility of present expensive and uncertain methods, causing him to prepare and advocate a certain measure known as the Permanent Land Corner Bill, for the special purpose of eliminating these undesirable conditions.

This bill contains the three following essential provisions:

(1) Permanent Land Corners to be properly set and marked so they can be readily found and identified in the field.



T. J. Beaty

(2) Full and complete maps and field notes of general dependent re-survey, to be recorded.

(3) Survey to be legalized by Act of Legislature.

Mr. Beaty was married in Suwanee County, Florida, to Marguerite A. Blue, and has three children: Alwyn, T. F., and Florence.

WILLIAM H. BECKWITH

William H. Beckwith was born at Greenville, Georgia, July 28th, 1856, the son of Jeremiah and Adelaide (McLean) Beckwith. The family is of English descent.

Mr. Beckwith received his education in the schools of Georgia, and came to Tampa in 1878 for the sake of his health. He was, therefore, one of the pioneer settlers in the City, and he saw it grow from a struggling town of a few hundred people to the wonderful City of over one hundred and fifty thousand population at the time of his death.

For six years Mr. Beckwith acted as special representative for the Singer Sewing Machine Company in Tampa and surrounding territory. He then engaged in orange-growing at Valrico for about six years, but returned to Tampa in 1886, and with Colonel S. A. Jones entered into the real estate business, which business he was to follow for so many years. The firm was originally known as Jones and Beckwith and they were closely connected with the Chicago and Tampa Investment Company, which was a concern in which considerable Chicago capital was invested. Mr. Beckwith subsequently sold his interest in the Chicago and Tampa Investment Company to Mr. Jones and purchased Mr. Jones' interest in the Jones and Beckwith Real Estate Company. He then sold a one-half interest in the Real Estate Company to Mr. W. B. Henderson, and the name was changed to Beckwith and Henderson. A few years after this Mr. G. C. Warren was taken into the firm and the name became the Beckwith-Henderson-Warren Company. Upon the death of Mr. Henderson, the name was again changed to the Beckwith-Warren Company, under which name it was incorporated. The final change in the firm took place in 1925, when Mr. W. D. Whitaker purchased Mr. Warren's interest, and the name became the Beckwith-Whitaker Company.

The Beckwith-Whitaker Company is the oldest real estate firm in Tampa in continuous operation; besides doing a very large business in real estate, a profitable insurance and mortgage business is also carried on by the firm. The Company's wonderful success can be attributed almost entirely to Mr. Beckwith's long connection with it, during which time he gave the best that was in him to the promotion of the business.

In addition to his activities in the real estate business, Mr. Beckwith was interested in various other important enterprises in his adopted city. He founded and was the principal owner of the Beckwith-Range Jewelry Company, and he was also heavily interested in the Beeman-Beckwith Automobile Company.

Prior to the freeze of 1895, he was in the orange-growing business on a large scale, but after the freeze he sold out all his groves. For about fifteen years he operated a sawmill at Harney in Hillsborough County.

Although always interested in politics he steadfastly refused to run for important public offices in spite of the fact that he was importuned to do so on many occasions. He was, however, a member of the City Council of Tampa in the early days. Mr. Beckwith took a prominent part in social and fraternal affairs in Tampa and was for many years a member of the Tampa Yacht and Country Club, and a member of the Knights of Pythias.

He was married November 27th, 1880, at Valrico, Florida, to Lutie Reynolds, whose father, W. B. Reynolds, came to Florida just before the Civil War, and for several years had a cotton plantation at Ocala, subsequently moving to Valrico, where he owned a large farm and was in the cattle business on a big scale. Mrs. Beckwith is one of the oldest residents of Hillsborough County, having lived there for sixty years.

Mr. Beckwith had five children: William R., E. Ravenel, Mildred (Mrs. John Humphreys), Louis Beeman and Marjorie (Mrs. W. E. Hamner).

He died on the first day of September, 1925.

JOHN A. BEDINGFIELD

JOHN A. BEDINGFIELD was born in Bethlehem, Georgia, in 1883.

He received his education in the schools of Georgia and subsequently attended Emory University from which institution he received the degree of Ph. B. in 1905. He subsequently attended the Atlanta College of Physicians and Surgeons where he received the degree of M. C.

Although a doctor by profession, he has never followed the profession.

He came to Tampa in 1907 and immediately entered the real estate business on a large scale. Mr. Bedingfield was one of the first important real estate developers and was one of those active in the laying out of Seminole Heights, and built one of the first homes in this section. He was the organizer and the first president of the Seminole Heights Civic Club.

He was particularly interested in the East Tampa movement and is now president of the East Tampa Civic Club.

Mr. Bedingfield has always been interested in church work. He is an active member of the Seminole Heights Methodist Church and was a member of the building committee when this new church was built. He is also superintendent of its Sunday School.

Mr. Bedingfield belongs to the Tampa Board of Trade and to a number of fraternal organizations.

He was married to Sulu Means and has two children, Douglas and Jack.

JAMES G. BEDINGFIELD

James G. Bedingfield was born in Walton County, Georgia, November 16th, 1878, a son of S. L. G. and Martha (Odom) Bedingfield. The family is of English descent but has been located in Georgia for several generations.

He attended schools in Georgia and subsequently matriculated at Emory University where he received the degree of A. B. in 1900.

Like many successful men he commenced life as a school-teacher, having followed this occupation for a number of years in Georgia.

Mr. Bedingfield came to Tampa in 1910 and soon after became connected with the Poinsetta Ice Cream Company of which he was manager for a long time. In 1923 he purchased the Frozen Rite Ice Cream Company at Tampa and since then he has given all his time and attention to the management of this business. A very large trade has been developed all over Hillsborough County and the annual business now amounts to some 200,000 gallons, which is more than double what it was when Mr. Bedingfield took over the business.

His hobby is schools. He was Chairman of the City School Board for two terms and under his Chairmanship of this Board, a number of important reforms were brought about: the school districts were consolidated, many new buildings were erected and the attendance of the schools was so increased that there are now more children in the Hillsborough County schools than in any other county in the State of Florida. One of the things Mr. Bedingfield has been particularly interested in has been large and improved grounds for the schools.

He is a member of the Seminole Heights Methodist Church and was chairman of the building committee for the new church edifice.

Mr. Bedingfield is a Mason and a Shriner.

He was married in Georgia to Minnie Moorehead and has one son, Jim.

TRICE M. BELL

Trice M. Bell was born at Dalton, Kentucky, December 2nd, 1895, son of George T. and Dora (Fox) Bell. His ancestors are from the British Isles, and they settled in Virginia before the Revolutionary War, members of the family having engaged in both the Revolutionary and Civil Wars.

Mr. Bell attended the public schools of Kentucky, and subsequently matriculated at the University of Kentucky, from which institution he graduated in 1919. He took postgraduate work in electrical engineering at the University of Illinois during 1921-22.

His first business connection was with the General Electric Company in Schenectady, New York, and later with the same company in St. Louis, and in Memphis, Tennessee. He moved to Tampa in 1926, and established the Bell Electric Company there, which in a very short time has become one of the leading electrical houses of the city. Seven of the important schools in Tampa were wired by the firm, including the H. B. Plant High School.

Mr. Bell is a member of the Presbyterian Church, and belongs to the American Institute of Electrical Engineers.

GEORGE NELSON BENJAMIN

GEORGE NELSON BENJAMIN was born at Kendallsville, Indiana, October 30, 1854, son of Dr. Henry R. and Caroline (Whitford) Benjamin. He was of Welsh descent on his father's side. Two brothers, George Nelson and Henry Rawson Benjamin, came from Wales in the early days, one went West and the other stayed in Massachusetts. They were active in Colonial affairs and both fought in the Revolutionary War and in the War of 1812. Dr. Henry Rawson Benjamin was one of the leading doctors in Omaha, Nebraska, for many years. His mother was a talented woman of Scotch descent.

The subject of this sketch received his education in the schools of Omaha, including the High School there, and at Kelloggsville Union School in Ohio and at the University of Michigan where he studied medicine. After leaving college he learned the drug business, which he followed in Omaha for a number of years and which business he ultimately followed in Missouri.

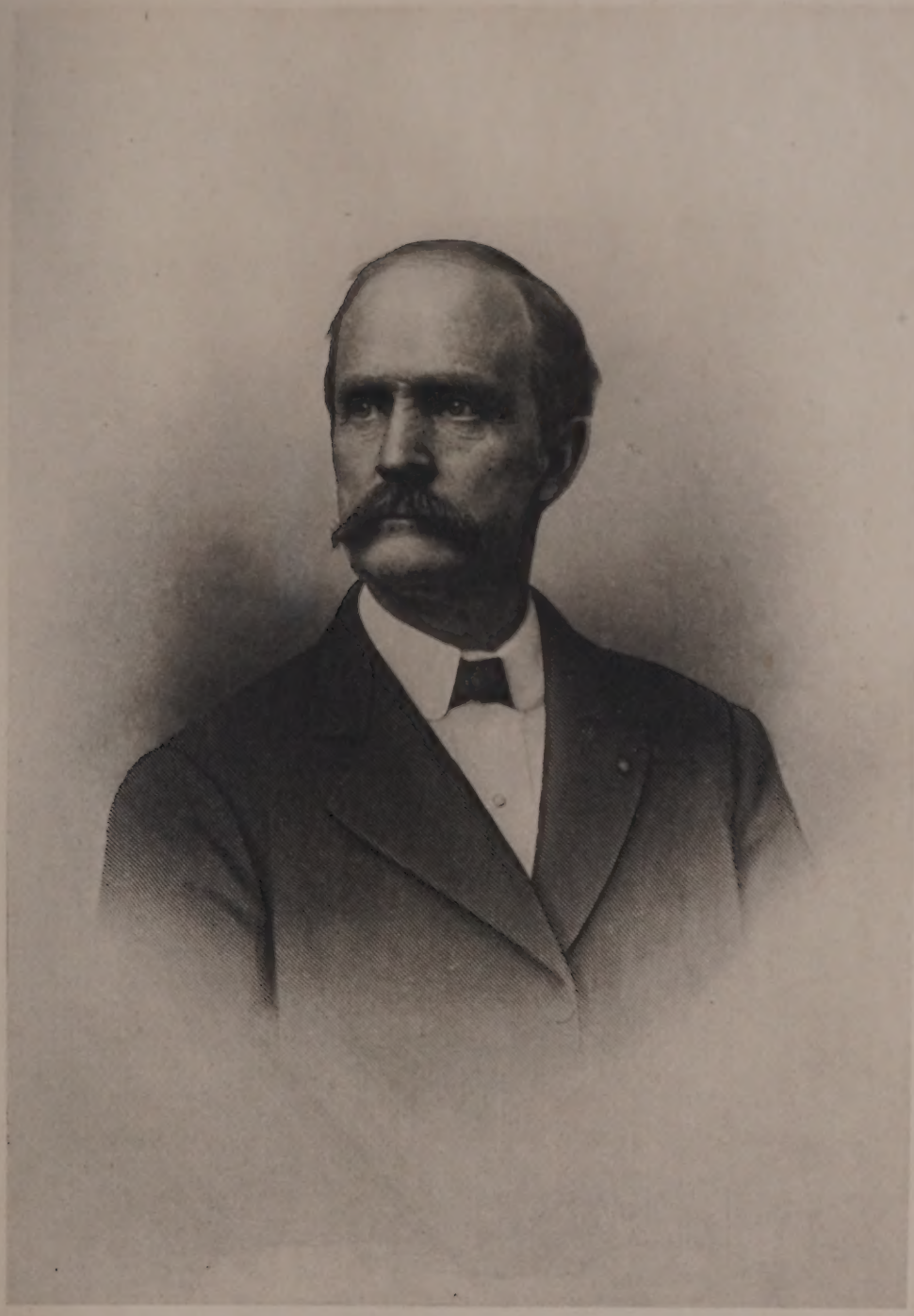
Mr. George Nelson Benjamin was one of the earliest settlers in Tampa, having come in 1875 from Omaha, travelling down the Mississippi River and coming from New Orleans to Cedar Keys by boat. One of the worst storms in the history of the Gulf of Mexico was encountered during the voyage from New Orleans to Florida; of thirty, Mr. Benjamin was one of two passengers on board who was not overcome with seasickness.

Mr. Benjamin was one of the early real estate developers of Florida; soon after his arrival he purchased land from the State and planted orange groves; the present Nebraska Avenue traversed the first property which he purchased, and the avenue received its name from his relatives, all of whom came from Nebraska. He subsequently located in the West Tampa section where he also engaged in orange growing until the disastrous freeze of 1895 which ruined his trees.

He was one of the pioneer builders of West Tampa, where he built several cigar factories, including such well-known ones as the Berriman, the Morgan and the Parez structures. These factories were all gifts to promote business and to make the town prosperous. He had many trying experiences which he overcame with great fortitude—for instance, the Parez factory had just been completed and turned over to Mr. Parez as a gift when a storm came and twisted it from the proper place on its foundation; however, he cheerfully went to work and repaired it at a great expense.

From 1889 until 1892 he engaged in the drug business with his father in Tampa and they took up the work of the Bedell Gold Cure and cured a great number of people of alcoholism.

He took a very active part in everything for the uplift of Tampa, and was one of the founders and a director in the South Florida Fair Association; he was a charter member of the Board of Trade. He served as President of the old



Geo N Bryan

West Tampa City Council for a number of years and also served as Pilot Commissioner of Tampa for a long period; he was always much interested in the development of the harbor at Tampa as he believed a first class harbor was of great importance for the upbuilding of the town. He was interested as an officer in various important concerns; he was a West Tampa school commissioner for many years; he was a Director in the Bank of West Tampa; Treasurer of the West Tampa Land Improvement Company; and a Director in the Tampa Tile & Pile Company, in the promotion of all of these he gave a great deal of his time.

Mr. Benjamin was one of the prominent Masons of the City and had served as Master of Hillsborough Lodge No. 25. He was also a Shriner and a Knight Templar.

He was married to Lettie May Collins, daughter of Dr. Philip Collins, who came to Tampa in 1877. To this marriage five sons were born: Hal. C., Herbert R., George H., Frank H., and Jerry S., all residents of Hillsborough County.

Mr. Benjamin died at Tampa on August 7, 1926, greatly mourned by his relatives and countless friends in the city. Mr. Benjamin was not a demonstrative man, but he had a deep and sincere admiration for his associates in the different organizations to which he belonged and his principal aim in life was to be of service to others.

His life was an exceptionally interesting one, as his boyhood days were filled with romance and adventure in the great West where he rode on his father's covered wagon trains across the almost endless plains and where he saw the dangers encountered by the white people in dealing with the hostile Indians. At the time he came to Tampa it was nothing more than a trading post with some two or three hundred inhabitants; he lived to see it grown to be a metropolis with nearly 150,000 people and one of the most magnificent cities in the South.

FRANK BENTLEY

Frank Bentley was born at Sidney, Iowa, on the 1st day of January, 1864, son of L. Bentley and Ann (Ross) Bentley. He received his early education in the public schools of Mills County, Iowa, subsequently attending a Baptist Academy, and still later the Normal College at Malvern, Iowa.

He commenced his business career with the First National Bank at Malvern, where he remained for about four years, subsequently moving to Western Kansas, where he engaged in the banking business for an additional period of five years.

In 1891, attracted by the lure of the South, Mr. Bentley moved to Tampa, Florida, and became connected with the Gulf National Bank, remaining with this institution about one year, when he went into the wholesale grocery business with Mr. I. S. Giddens. In 1899 he sold out his interest in this business and with W. B. Gray organized the Bentley-Gray Wholesale Dry Goods Company, the first Wholesale Dry Goods House to be established in South Florida.

The growth of the Bentley-Gray Company has been phenomenal. Starting with a capital of only $20,000.00 in a small two-story building on upper Franklin street, it has gradually grown until it now does an annual business of over a million dollars, and occupies its own magnificent four-story building on East Zack street, which was completed in January, 1924. This is a modern, fireproof reinforced building covering a space of 100x105 feet and is equipped with the most up-to-date fixtures. There is no other wholesale dry goods building like it in the South.

The Bentley-Gray Company employs about forty people, carries a stock aggregating one-half million dollars, and does business all over the southern part of Florida, and to some extent in the British Islands off the coast and even in Central America. Everything in the dry goods line is handled, and a country merchant's store can be completely stocked with everything that is needed.

In addition to being President and Director of the Bentley-Gray Company, Mr. Bentley is a Director in the following concerns of Tampa: Citizens Bank and Trust Company, Bank of Ybor City, Morris Plan Bank, and the Trice O'Neal Furniture Company.

He has taken an active part in civic, social and religious affairs of Tampa; he was a member of the City Council in the early nineties. He is a Deacon in the First Baptist Church, and is a member of the Rotary Club and the Rocky Point Golf Club. He was married at Tampa to Nettie Rodey, and has two children: Hugh and Frank, Junior.

ERNEST BERGER

ERNEST BERGER was born in New York City, March 4, 1874, son of Dr. August and Augusta (Fudikar) Berger. His father was a practicing physician in New York City and subsequently in Tampa.

Mr. Berger received his early education in New Haven, Connecticut, and in Austin, Texas. When he was eighteen years old he came to Florida, first going to Key West where he spent two years as a clerk in a drug store. Then he came to Tampa and for several years was connected with the Morton Drug Company. He became a licensed pharmacist and for some time was secretary of the State Board of Pharmacy.

He was the founder of the Tampa Drug Company, now the largest wholesale drug house in southwest Florida. He was actively connected with this business for several years, but sold out his interest in 1913.

He subsequently organized the Tampa-Cuba Cigar Company, a co-operative Cigar Company for druggists.

During the past few years he has given all his time and attention to the stock and bond business and his firm is known as one of the leading firms in its line in Tampa. Only local dividend paying stocks are handled but a wide variety of bonds are dealt in.

Mr. Berger is an enthusiastic club man and active in various fraternal organizations, being a Mason, Knight Templar, Shriner, Odd Fellow and Knight of Pythias.

ROBERT F. BETTIS

Robert F. Bettis was born in Memphis, Tennessee, the son of Tillman C. and Elizabeth Jane (Harper) Bettis. His maternal ancestors were from Ireland and paternal ancestors were from Scotland. Several members of the family fought in the Civil War. Mr. Bettis attended school in Memphis, subsequently taking up the study of civil engineering.

He was one of the early comers to Tampa, having come to that city in 1894, when it had a population of only about ten thousand. Soon after arriving in Hillsborough County, he purchased an orange grove, but this was ruined by the freeze of 1895. Since that time he has engaged in the surveying business exclusively and has made a very creditable record for himself in this profession.

In 1898 he surveyed 100,000 acres in Polk County in order to locate lines and to obtain acreage values. He has surveyed subdivisions all over Hillsborough County, and is known as one of the outstanding surveyors and civil engineers in Southwest Florida.

He built the first seawall in Tampa and laid the first brick pavement in both Tampa and St. Petersburg, the Tampa work being on the abutments of the Lafayette Street bridge. He also built the first rock road in Hillsborough County. He was the engineer in charge of building the railroad from Tarpon Springs to New Port Richey and the street car line from St. Petersburg to Pass-a-Grille. He served as County Engineer for Hillsborough County from 1901 to 1902 and as County Surveyor from 1908 to 1912 and from 1916 to 1920. The boat channels at Tampa and Punta Gorda were made by him while employed as government engineer.

At the time of the World War he invented a rifle bomb which he sent to France, and for which he received thanks of French officials. He also invented a chain ball for use in cutting barbed wire, which was sent to the Italian government for use during the war.

He gave very liberally to the Red Cross during the World War.

He is a member of the Florida State Board of Engineers.

He was married January 7, 1880, to Mary L. Goldsby and has two children: Walter F. and Irma Niles (Mrs. T. Roy Young), wife of the well-known real estate developer of Tampa, Florida.

ALFRED MORRELL BIDWELL

Alfred Morrell Bidwell was born in Jersey City, New Jersey, May 9, 1888, son of Dr. Horace Gilbert and Susan Elizabeth (Morrell) Bidwell. His paternal ancestors were of English descent, and the first one settled in Hartford, Connecticut, in 1634. His maternal ancestors were French Huguenot and Holland Dutch descent, and were pioneer settlers in Albany County, New York. Members of both sides of the family took prominent parts in the Revolutionary War.

The subject of this sketch received his education at Newark Academy, Newark, New Jersey; at Yale University, from which institution he received the degree of Ph. B. in 1911; and at the College of Physicians and Surgeons of Columbia University, where he received the degree of M. D. in 1915.

Immediately after completing his medical education, he served in three hospitals, New York City, first as an interne in the New York Hospital, for eighteen months, leaving there as House Surgeon. Next he was Resident House Surgeon at St. Mary's Free Hospital for Children, and following this, he was a resident Obstetrician and Gynecologist at Sloane Hospital for Women. It was there in August, 1917, that he was commissioned a First Lieutenant, Medical Reserve Corps, U. S. Army. Some months later, upon his request, he was released from list of instructors, not to be spared for active war service, then ordered to active duty and resigned as Instructor in Gynecology, Columbia University.

After graduating from the Army Medical School, Washington, D. C., in first course Military Orthopedic Surgery, and after taking an advance course in same, he was ordered to the U. S. Base Hospital at Camp Meade, Maryland, first as Associate, then Chief Consultant Orthopedic Surgeon. Later in the same capacity, he joined Base Hospital No. 69 at the time of its organization at Camp Meade, and served in this unit for one year with the A. E. F. France, where he was commissioned Captain, Medical Corps.

Upon returning to the States, in June, 1919, Dr. Bidwell became instructor in Surgery in the College of Physicians and Surgeons of Columbia University, and Attending Surgeon at the Vanderbilt Clinic, New York City. He resigned these positions in December, 1920, to become Captain of the Medical Corps in the regular establishment of the U. S. Army, and served at Walter Reed General Hospital, Washington, D. C., for about a year, and subsequently at the station hospitals at Primary Flying School, Carlstrom Field, Arcadia, Florida, at Fort Moultrie, South Carolina, and at the Infantry School, Fort Benning, Georgia, where at each hospital he was operating surgeon.

He resigned from army service in 1925 to come to Tampa where he has since engaged in private practice of his profession. In Tampa, he was appointed one of the committee to revise the constitution and by-laws for the re-organization of the new Municipal Hospital, and is on the staff of the hospital as Attending Gynecologist.

Dr. Bidwell is a member of the American, Southern, State and County Medical Associations, and belongs to the Tampa Yacht and Country Club, Ye Mystic Krewe of Gasparilla, and to the Lions Club. He is a past member of the Yale Club of New York City; he also belongs to the Empire State Society of the Sons of the American Revolution; the American Legion and to the Hyde Park Presbyterian Church. He was President, Iota Chapter, Nu Sigma Nu Medical Fraternity, and is a Mason and a Shriner.

He was married at Washington, D. C., on July 22, 1921, to Florence Hannah Linquist, and has two children: John Alfred and Susan Anna.

OTTO N. BIE

Otto N. Bie was born in Norway on the 24th day of September, 1859. He came to the United States in 1883 and settled in Jacksonville, Florida, shortly thereafter. Soon after coming to the United States he became employed by the United States Engineering Department.

He was for several years connected with the construction of jetties at the mouth of the St. Johns River and later on had local charge of the various minor river and harbor improvements along the coast of Florida. Previous to and in the beginning of the Spanish-American War he had charge of the construction of fortifications at the entrance of Tampa Bay and served with the Engineers' Corps in Cuba from July until September, 1898.

He has had his headquarters at Tampa since 1910 and since this time he has had local charge of all river and harbor improvements along the Gulf Coast within the District of Florida.

His fraternal affiliations are with the Masons. He was married on the 3rd day of February, 1893, to Miss Martha Townsend, who died September 14, 1925. He has two children: Norman A. and Osmond R.

J. W. BIGGAR

J. W. Biggar was born on the 6th day of January, 1891, at Polmont, Sterlingshire, Scotland. He attended school in Scotland where he also studied architecture and served an apprenticeship in this profession with Messrs. Wilson and Tait at Grangemouth, Scotland.

He came to the United States in 1910, coming at once to Tampa, Florida, where he immediately engaged in the practice of his profession. During part of this period he practiced alone and at other times he was connected with such well-known architects as Fred James and F. J. Kennard. He designed several buildings in and around Tampa, including the West Tampa Library, the White Star Laundry and the West Tampa Junior High School.

Since 1920 he has been connected with the Southern Lumber and Supply Company, of which he has been Secretary since 1923.

He served one term as City Clerk of West Tampa.

During the difficulty with Mexico he was a member of Company "H" of the Tampa Rifles, and was stationed on the Mexican Border during 1916 and 1917.

He is a member of the Presbyterian Church, and is a Mason and a Shriner. He was married at Tampa on the 27th day of June, 1916, to Annie Mackintosh, eldest daughter of Allan Mackintosh, President of Southern Lumber and Supply Company, and has three children: Allan, David and Margaret Jean. Their home is located at 1325 West Cass Street, Tampa.

J. E. BIGHAM

J. E. BIGHAM was born in Grand Rapids, Ohio, September 10, 1877, the son of James C. and Sarah C. Bigham. He is of Scotch Irish descent, and both sides of his family settled in Ohio about the year 1780.

Mr. Bigham attended grade and high school in Elizabeth, Pennsylvania, and later matriculated at the State Normal School at Slippery Rock, Pennsylvania.

He finished his education by taking a business course at the Bryant and Stratton Business College in New Castle, Pennsylvania.

Soon after completing his education, he entered the United States Army and became a member of the Tenth Pennsylvania Infantry and spent three years in the Philippine Islands during and after the Spanish-American War.

After being discharged from the Army in 1901 he became connected with the Terre Haute Electric Company as Chief Clerk and from there went to Paducah, Kentucky, where he was Assistant Treasurer of the Light, Power, Gas and Street Railway Company in that City. He next went to Denver, Colorado, where he was on the Audit Staff of Stone and Webster. From Denver he came to Jacksonville, Florida, where he was Assistant Treasurer of the Jacksonville Electric Company.

Mr. Bigham came to Tampa in 1910 and for five years was Assistant Treasurer of the Tampa Electric Company. He gave up this important position to engage in the practice of Accountancy for himself. He now has one of the largest and most important certified Public Accounting firms in Tampa, and has the distinction of being the second oldest public accountant in the city in length of service.

During the year 1915 he was President of the Southeastern Section National Electric Light Association.

He is a member of the Tampa Board of Trade and of the Kiwanis Club, also of the Palma Ceia Golf Club.

Fraternally he is a Mason and Shriner and active in the United Spanish-American Veterans.

Mr. Bigham was married at Terre Haute, Indiana, to Ethel McPheeters and has one son, Richard K., and a daughter, Ethel Jean.

RICHARD J. BINNICKER

RICHARD J. BINNICKER is a native son of Florida, having been born at Flemington, on November 29th, 1874, the son of James Lawrence and Louisa (Johnson) Binnicker. His parents moved from South Carolina to Florida before the Civil War. Mr. Binnicker received his early education in the country schools of Florida, and his first job was as Railway Agent and Operator at Martin, Florida, which position he obtained when he was only eighteen years old. He followed various lines of railway work until he came to Tampa, in January, 1898, as Chief Clerk of the local freight office of the Atlantic Coast Line, remaining in this position until December, 1902, when he joined the First National Bank of Tampa, as bookkeeper.

Mr. Binnicker has filled successfully the following positions in the First National Bank: Bookkeeper, Teller, Assistant Cashier, Cashier, Executive Vice-

President, and he has been President of this important financial institution since January, 1927. The First National Bank is the oldest business institution of any kind in the City of Tampa. When he joined the bank in 1902, the deposits were under a million dollars, now (1927) they are approximately seventeen million, and the growth of the bank during the past few years is due in no small measure to the effective management of Mr. Binnicker.

He is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club, and the Elks.

He was married at Tampa, on November 7th, 1907, to Lois Efland, and has three children: Louisa, R. J., Junior, and Ruth.

WILLIAM J. BIVENS

William J. Bivens was born at Tampa, November 28, 1899, the son of T. A. and Annie (Varn) Bivens. His father was one of the pioneers of Tampa, having come there in 1890 where he engaged in the practice of law and in the real estate business.

William J. Bivins attended schools in Tampa, including the high school there and studied law at the University of Florida from which institution he received the degree of LL. B. in 1922, at which time he commenced the practice of his profession at Tampa with the firm of Shackleford and Parks, in which connection he remained for two years. He then practiced alone for two years and since January 1, 1927, has been in partnership with Mr. J. W. Huggins, their firm being known as Bivens and Huggins.

Mr. Bivins is a member of the First Presbyterian Church and of the Palma Ceia Golf Club. He belongs to the Theta Chi College fraternity and to the Phi Delta Phi Legal fraternity. He also was a member of the Alpha Phi Epsilon Debating and Oratorical fraternity at the University of Florida.

He was married on the 20th day of October, 1926, to Martha Gilbert.

FREDERIC K. BIXBY

Frederic K. Bixby was born at West Warren, Massachusetts, February 3, 1881, son of Josiah and Mary C. (Austin) Bixby. The family came to this country in 1647 from England, settling in Boxford, Massachusetts.

Mr. Bixby attended the public schools in Massachusetts and graduated from the venerable Amherst College in 1903 with the degree of B. S.

He taught school for a period after graduation, and later became connected with the American Book Company in New York City, remaining there for three years, when he entered the advertising business which he followed in Boston, New Haven and Detroit.

He came to Tampa in 1919 and at once became advertising manager for Maas Brothers and subsequently he accepted the same position with the Citizens Bank and Trust Company.

In 1924 he entered the real estate business and is now a partner in the well-known Bixby Realty Company, which besides doing a general real estate business is also Tampa representative for "Coral Gables," Florida Grape Growers, Inc., and Manatee River Park Estates.

Mr. Bixby is a member of the Phi Delta Theta College fraternity. He was married at East Orange, New Jersey, on September 8, 1906, to Marie E. Leithauser, and has two children: Alan K. and Donald F. Bixby.

LOUIS A. BIZE

Louis A. Bize was born at Columbus, Georgia, November 12, 1871. He is the son of Daniel R. Bize, a native of Georgia, who was a merchant by occupation and served in the Confederate States Army. His mother was Mary Louis Harris, also a Georgian, who died in 1889. Dr. Bize, on his father's side, is of French descent, and on his mother's, of English and Scotch.

He was raised in his native town, and received his education at the Alabama Agricultural and Mechanical College at Auburn, and at Loyola College of Baltimore, where he graduated in 1895. He studied medicine at the Baltimore Medical College, and received the degree of M. D. While there, he gave special attention to eye, ear, nose and throat diseases. After his graduation, he went to New York to devote more time and study to these special lines, and was at different times, assistant in the New York Eye and Ear Infirmary, in the New York Polyclinic and in St. Bartholomew's Hospital. In November, 1897, he located in Tampa, where he at once began to build up his practice as a specialist in diseases of the eye, ear, nose and throat.

In 1915, Dr. Bize gave up the practice of his profession in order to become President of the Citizens Bank & Trust Company, which position became vacant upon the death of Mr. John Trice, his father-in-law. Under his management, this important, leading financial institution has shown a marvelous growth; when he became active head, the deposits amounted to about a million and three-quarters; at the present time, they are in excess of eighteen millions, and the Citizens Bank & Trust Company is now the largest bank in Tampa, and one of the largest in Florida. In January, 1928, he was elected chairman of the Board of Directors of the Bank.

It was due to Dr. Bize's and Mr. John W. Trice's initiative that the Citizens Bank office building was constructed. This was the first modern, fire-proof structure of its kind to be erected in Tampa, and in building it, Dr. Bize and Mr. Trice indicated in a very impressive manner, their confidence in the future of Tampa.

Apart from his connection with the Citizens Bank & Trust Company, Dr. Bize is interested in a number of other banks in Florida. He is Chairman of the Board of Directors of the following banks: The First National Bank of St. Petersburg; First Bank & Trust Company of Sarasota; Bradenton Bank & Trust Company, and the Bank of Pasco County at Dade City; he is President of the following banks: Bank of Ybor City, Lafayette Bank of Tampa, the Franklin Bank of

Louis H. Bizl

Tampa, the Citizens Nebraska Avenue Bank of Tampa, the First State Bank of Fort Meade, and the Morris Plan Company of Tampa; he is Director in the following banks: The First National Bank of Clearwater; Bank & Trust Company of Fort Myers, and the Bank of Plant City. He is also Treasurer of the Consolidated Amusement Company of Tampa, and a Director in the South Florida Fair Association and in the Tampa Y. M. C. A.

He holds membership in most of the important Clubs of Tampa, including the Rotary Club and the Tampa Yacht and Country Club. His fraternal affiliations are with the Masons and the Shriners.

He was married at Tampa on October 23, 1901, to Corinne Trice, and has four children: John T., May Ruth, Louis A., Jr., and Corinne.

BENJAMIN L. BLACKBURN

BENJAMIN L. BLACKBURN was born in Jefferson County, Florida, son of Edward E. and Nancy Blackburn. His father came to Florida in 1833 and settled near Monticello. He was a United States Marshal under President Buchanan and under Jefferson Davis during the Civil War.

He received his education in the schools at Monticello.

He followed the occupation of orange growing and school teaching for a number of years in Hernando and in De Soto Counties and came to Tampa in 1900.

Mr. Blackburn has always taken an interest in politics and was chairman of the Democratic Committee of the County of De Soto from 1890 to 1898 and held the same position in Hillsborough County from 1913 to 1915.

He has been Registration Officer for Hillsborough County since 1918. The first year he took office, there were only about 10,000 people on the Registration Books of the County and at the present time (1928) there are 25,000 names on the books.

Mr. Blackburn is a member of the Seminole Heights Civic Club.

He was married in Manatee County to Mrs. Emma G. Sumner and has one son, Reuben Edward.

F. T. BLOUNT

F. T. BLOUNT was born at Gainesville, Florida, November 10, 1882, son of Frank M. and Elizabeth (Parish) Blount. His parents were both from South Carolina, but moved to Hillsborough County, near Plant City, in 1883, remaining there until 1890, at which time they moved to Tampa. Mr. Blount received his education in the schools of Plant City and Tampa, and after following various occupations for some time he entered the undertaking business in 1899, and during the past fourteen years has been in business for himself under the firm name of

F. T. Blount and Company. He has the distinction of being the second oldest undertaker in Tampa, and is the only undertaker in the State of Florida listed by the National Selected Morticians.

Mr. Blount is a very public-spirited citizen, belonging to a number of important civic institutions, including the Tampa Board of Trade, of which he has been a member ever since he has been in business for himself, the Rotary Club, Masons, Knights of Pythias.

He is a member and past president of the Florida Funeral Directors Association.

He was married at Tampa to Lela Hays, of Bradenton, and has one daughter, Elizabeth.

GEORGE A. BLOUNT

GEORGE A. BLOUNT was born at Umatilla, Florida, March 28, 1895, the son of David James and Laura D. (Meeks) Blount. His paternal ancestors came originally from Georgia and went from there to Alabama. His maternal ancestors were originally from Georgia.

He attended schools in Tampa and also attended a Tampa Business College.

He commenced business as a bookkeeper with the Tampa Grocery Company, remaining with this connection for two years. He next was employed by the C. C. Burns Furniture Company as a salesman and remained with this concern until the outbreak of the World War. During the World War, he was a member of the Coast Artillery, having had the rank of Sergeant and was stationed at Key West, Florida, for almost two years.

After the War, he was employed in the City Tax Assessor's office in Tampa for a little less than a year, and from there came to the County Tax Collector's office and at the present time he is Deputy County Tax Collector.

Mr. Blount is a Mason and Shriner and is active as a member and treasurer of the Tenth Avenue Baptist Church. He also belongs to the Seminole Heights Civic Club.

He was married in December, 1922, to Lillian Mae Freeman.

SAMUEL BORCHARDT

SAMUEL BORCHARDT was born at Macon, Georgia, July 7, 1859, son of Abraham and Jeanette (Fendig) Borchardt. His father was a prominent merchant in Macon, Georgia, and has the distinction of having fought in the Civil War.

At the age of ten years, Samuel Borchardt was taken to Brunswick, Georgia, where he received his education and where he remained until he was thirty-five years old. He took up the study of law in this city and practiced there for about ten years.

He came to Tampa in 1895, and immediately began the practice of his profession which he has followed ever since. He is therefore one of the oldest practicing

lawyers in Tampa in length of service. He enjoys the prestige of being known as one of the straightforward and capable lawyers of the city.

Mr. Borchardt has held two positions in line with his profession, that of Solicitor of the Criminal Court, which position he filled for seven years while residing at Brunswick, and Court Commissioner at Tampa.

He is a member of the Tampa Board of Trade and the County Bar Association. He also belongs to the Commercial Law League of America, and the American Red Cross, and the Sons of Confederate Veterans. He is a thirty-second degree Mason and a member of the Knights of Pythias.

Mr. Borchardt was married in Indiana to Tillie Fendig and has the following children: Melvin, Norman, B. F., and Jeanette.

CHARLES E. BOSTWICK, JR.

CHARLES E. BOSTWICK was born in Atlanta, Georgia, September 15th, 1888, son of Charles E. and Willie G. Richardson Bostwick. The name of the family was originally Bostock and is of Saxon descent. C. E. Bostwick, Sr., has been a leading hotel man in Georgia and in Daytona Beach, Florida.

The subject of this sketch received his education in the schools of Atlanta and attended Georgia Institute of Technology where he studied electrical engineering and received the degree of B. S. E. E. in 1909.

Prior to coming to Tampa he was connected with Public Utility Companies in Savannah, Georgia; Pensacola, Florida; and Jacksonville. In the latter place, he was General Superintendent of the Jacksonville Traction Co.

He came to Tampa June, 1924, and became Manager of the White Stage Line Company. This company's de luxe busses are familiar to everyone in Florida and by them transportation has been greatly facilitated between the various cities of the state. The company's service extends to practically all of the important communities in Florida and in addition to this connections are provided for practically all other points with other bus lines.

In 1914 the busses of the White Stage Line numbered only twenty and some two hundred twenty miles were covered. At the present time (1928) the company owns one hundred twenty-four closed parlor car busses and twelve hundred miles of territory is covered, showing a very considerable increase during the time Mr. Bostwick has been manager of operations. During 1925 and 1926 the company built six bus terminals and leased several others.

Mr. Bostwick has always taken an active interest in civic affairs and has been an ardent worker in obtaining subscriptions for various worthy enterprises in Tampa.

He is a member of the Hyde Park Presbyterian Church, of the Kiwanis Club and of the Tampa Board of Trade.

He was married to Janelle Elizabeth Payne at Atlanta, Georgia, June 19, 1911. One daughter, Jean Thomas, has been born to Mr. and Mrs. Bostwick.

DR. G. C. BOTTARI

DR. G. C. BOTTARI was born near Naples, Italy, January 9, 1882.

After receiving his medical education at the Royal University at Naples, he came to the United States and settled in New York City, where he followed the practice of his profession until 1914 when he moved to Tampa, Florida.

While in New York he was connected with the New York Postgraduate Hospital, New York Dispensary, West Side German Dispensary, and the private hospital of Doctor Carlo Savini.

Dr. Bottari continued his practice at Tampa and numbers many of the leading Italian and American residents of the city among his patients.

He belongs to the State and County Medical Associations, American Medical Association, and to the Palma Ceia Golf Club, B. P. O. of Elks. He is also a Mason and Shriner.

He was married in New York City to Delena C. Vecchione and has four children: Mary Frances, Ines Lee, Flores Tina and Julia Carmen.

JOHN T. BOYKIN

JOHN T. BOYKIN was born in Troup County, Georgia, on April 17, 1869, son of John Thomas and Elizabeth (Fuller) Boykin. His ancestors were Virginians, and his father was a Captain in the Ben Hill Light Infantry during the Civil War.

John T. Boykin received his education in the schools of Georgia. He subsequently attended Atlanta Medical College, where he received the degree of M. D. in 1890. He afterward took a post-graduate course at Tulane University in New Orleans.

He came to Florida in 1892, settling first in Calhoun County, where he began the practice of his profession. He next moved to Carabelle, where he practiced for eight years.

Realizing the greater opportunities for service in a larger city, Dr. Boykin moved to Tampa in 1900, and has followed the practice of his profession there since this time, and now enjoys a large practice.

During the World War, he served in the Medical Corps of the United States Army, and was stationed at Cleveland, Ohio, and at Fort Oglethorpe, Georgia.

He is a Mason and a Shriner.

He was married at Cleveland, Ohio, in 1915, to Irene Stafford.

SAMUEL FINLEY BRENGLE

SAMUEL FINLEY BRENGLE was born February 2, 1859, at Robinson, Crawford County, Illinois, the son of Dr. J. S. and Harriett (Irwin) Brengle. His mother was a direct descendant of General Robert Irwin Mecklenburg, the signer of the Mecklenburg Declaration of Independence, which antedated the Declaration of 1776 by a year. His father is from an old Maryland family.

Mr. Brengle attended school at Hanover, Indiana, subsequently at Hanover College. At the age of twenty-one he went to Minnesota where he remained until 1883. He engaged in stock farming there.

In 1884 he came to Orlando, Florida, where he engaged in the mercantile business for about three years; he then went into the house-moving and contracting business and moved to Tampa in 1890, where he has engaged in the contracting, building and moving business ever since, although his operations have taken him all over the State of Florida. He is probably the oldest man in length of service in the moving business in Florida. Besides his business of moving buildings, he also handles heavy machinery and does a large business in erecting smokestacks.

Mr. Brengle was a member of the Tampa City Council for three years during the Spanish-American War. During the period he was on the Council the first charter the City ever had was prepared; also the charter of the Tampa Gas Company was granted during this period. Also the first steel bridge across the river at LaFayette street was built at this time and the paid Fire Department was organized during the same period. He is a member of the Presbyterian Church at Mango.

He was married on the 27th day of September, 1888, to Mary A. Kergwin, daughter of Rev. Henry Kergwin, who was a pioneer Presbyterian preacher in South Florida, and has four children: Henry I., John S., Robert T., and Edwin M.

ROBERT BRODIE

Robert Brodie was born in Edinborough, Scotland, and like many men of his race, he has become a citizen of the United States. He received his education in Scotland and England, residing for many years in the city of London, where he first took up the study of the law, and from the beginning of his acquaintance with Blackstone, he has pursued the avenues leading to the fields of jurisprudence with ever-increasing interest. He has also been interested in the question of National Defence, and for a period of years was associated with the Volunteer Military Force in the Old Country. Upon coming to Canada in 1911, he joined the Canadian Militia, is a qualified instructor of the Canadian School of Musketry, and was appointed Provisional Lieutenant in the Duke of York's Royal Canadian Hussars. Upon the outbreak of the World War he volunteered for duty overseas, but owing to his special knowledge of Musketry, he was detained at the Ross Rifle Factory, at Quebec, Canada, until manufacturing operations ceased. In 1917 he came to the United States, in the British government service, as a chief examiner of aeronautical supplies, and continued in that capacity until the Armistice. Arriving in Tampa in December, 1918, he decided to make Hillsborough County his home, and has resided here since the date of his arrival. He subsequently qualified to practice law in the State and Federal Courts, and he has had an ever-increasing business from the date of the opening of his office. He is a member of the County, State and American Bar Associations, a Mason and Knight Templar. He married in 1895 Annie Buckley Marland, and they have one son, Roy Nor-

man. Mrs. Brodie has always, from her early womanhood, been keenly interested in the uplift of women, and has taken an active part in women's clubs, and this she still continues, being presently engaged as vice-president of section eight in the Florida Federation of Women's Clubs.

Roy Norman Brodie served in the World War for four years. He was severely wounded at Vimy Ridge, became a member of the Royal Air Force after his recovery, remaining with this unit until after the Armistice. He is a civil engineer, and married, in 1920, Martha DeMerritte Gage, daughter of Dr. Stephen Gage of Providence, Rhode Island.

WILLIAM CURTIS BROOKER

William Curtis Brooker is a native son of Hillsborough County, having been born at Brandon, April 23, 1889, son of Joseph R. and Mary (Hill) Brooker. Brooker Creek in Pinellas County is named after an uncle of his father, who came there at the time of the Indian wars.

Mr. Brooker received his early education in the public schools of Hillsborough County, including the Hillsborough High School, subsequently attending Georgetown University, where he studied law.

He commenced the practice of law at Tampa in association with John B. Sutton, who was his partner until 1923, since which time he has practiced alone and enjoyed a large and lucrative practice.

While he was studying law in Washington at Georgetown University, he acted as chief clerk for the River and Harbor Committee, when Congressman S. M. Sparkman was chairman of this committee.

His war record is especially deserving of mention as he served as a lieutenant in the 4th division and saw active service at the front for about six months with this division.

He is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club, Board of Trade, Masons, Exchange Club and the American, State and County Bar Associations.

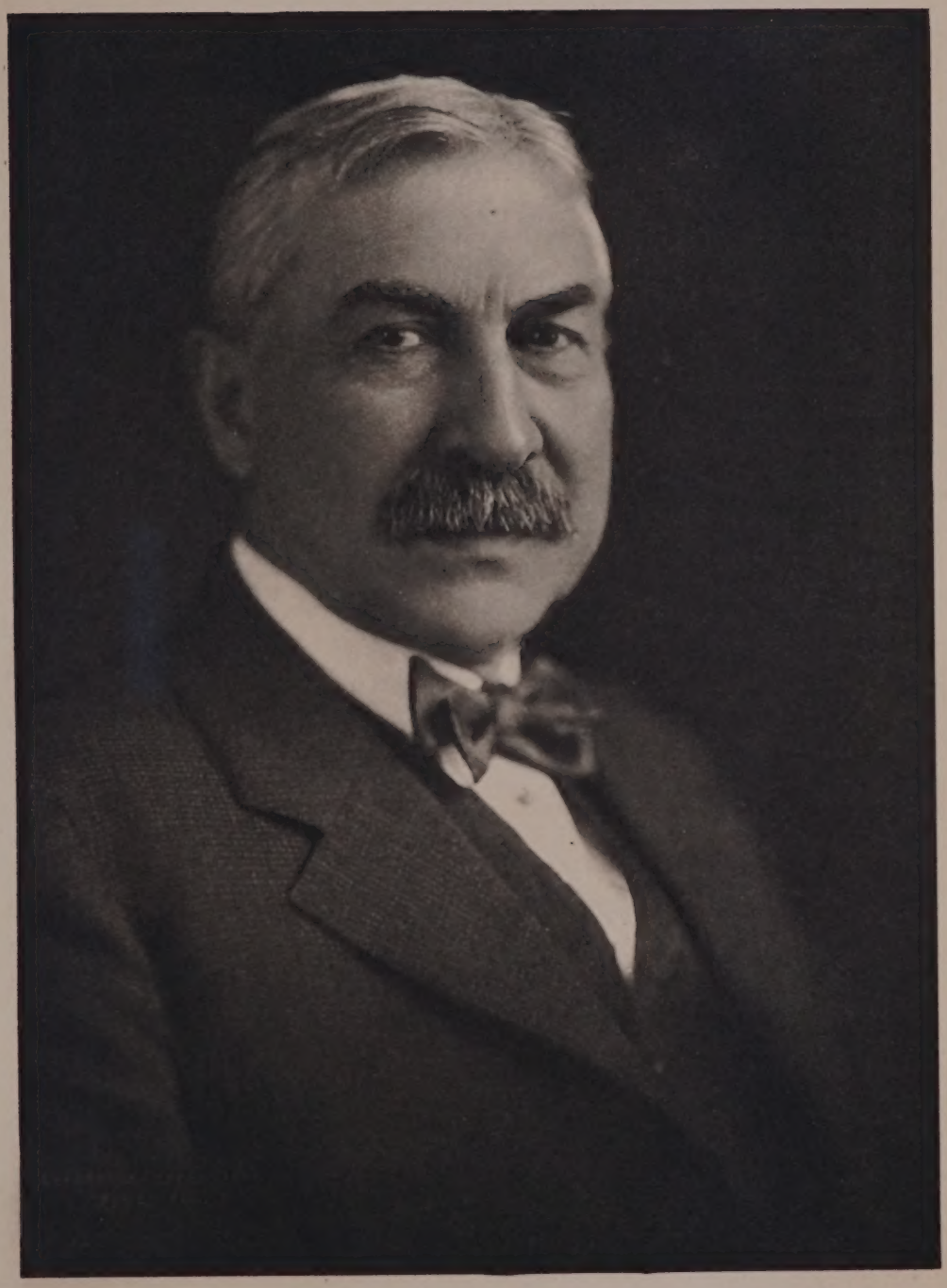
He was married at Tampa to Eloise Hackney.

WILLIAM G. BROREIN

William G. Brorein was born near Marion, Ohio, October 30th, 1861. He obtained his early education in the country schools of Anglaise County, Ohio, later matriculating at Northwestern Ohio Normal University. After leaving college he followed the footsteps of many successful men, by teaching school for a number of years. Giving up this profession he engaged in general merchandising, manufacturing and the oil business at Buckland, Ohio, until 1901.

He had the distinction of being elected the first mayor of Buckland in 1888.

In 1901, anticipating that the growth of the country would move Southward, he came to Tampa, and there interested some of his Northern friends in the organ-



W. G. Morrin

Thos H Brown

ization of the Peninsular Telephone Company, of which he was made President and active head. The Bell Telephone Company had already been established in Tampa, and it took no small amount of courage to establish and conduct a telephone company in competition with the Bell Company, with its tremendous resources. For three or four years both companies continued in operation, but in 1905, the Peninsular Telephone Company bought out the Bell Company, and up until this time this was the first instance where the Bell Company had been bought out by another company.

The Peninsular Telephone Company has met with tremendous success and has extended its operations to practically all cities in the Southwestern part of Florida. It ranks third in size of all independent telephone companies in the United States; at the end of the first year's business, it had about five hundred subscribers; in 1920 about eight thousand and in 1927 over twenty-two thousand in Tampa alone, besides another two thousand in Hillsborough County and another twenty-five thousand in other counties of the southwestern part of the State.

In 1927, a magnificent new twelve-story building was erected by the Company, on the corner of Zack and Morgan streets. In this building are located all the offices and equipment of the Company.

Mr. Brorein has been very active in public and civic affairs wherever he has lived. He was a representative in the Ohio Legislature from 1893 to 1897. He was State Senator from the 32nd District in the Ohio Legislature from 1897 to 1901, where he served with the late President Harding, who was a close personal friend. In 1895 he received an appointment from the Legislature to serve as a member of the Trans-Mississippi Exposition, held at Omaha. He was President of the Tampa Board of Trade from 1916 to 1918, and President of the Tampa Rotary Club from 1918 to 1919. He was a member of the Charter Board which drew up the Charter for the Commission form of government in Tampa. He had an important part in the organization of the South Florida Fair and Gasparilla Carnival, and has been President of this since its organization in 1914.

He is Charter Member of the Rocky Point Golf Club and of the Palma Ceia Golf Club. He has always taken a great interest in Y. M. C. A. work, and is President of the Tampa Y. M. C. A.

He was married in Ohio to Sarah E. Butcher, and has one daughter, Edna (Mrs. M. E. Brown).

CHARLES H. BROWN

Charles H. Brown was born in Abbeville, Georgia, March 12th, 1868, son of Wm. H. Brown and Laura A. Roberts.

He was brought to Florida by his parents when he was only two years old, living first in Hamilton County and subsequently moving to Live Oak, Florida.

He began his business career near Live Oak in Suwannee County in the mercantile business, later becoming an extensive contractor in railroad construction, and in the buying and selling of real estate, dealing principally in timber lands.

Mr. Brown organized and was the first President of the First National Bank, at Live Oak, being succeeded in this position by Ex-Governor Cary A. Hardee.

Mr. Brown came to Tampa the first time on a visit in 1895 and in 1907 he moved there permanently. He has been active and successful in many different ventures in Tampa. He built the Tampa and Gulf Coast Railroad to St. Petersburg, and was President of the Company for many years; he was Chairman of the Board of Directors of the Bank of Commerce, of Tampa, until it was sold to Hatton Rogers and associates. He is Chairman of the Board of the Florida Mortgage, Title and Bonding Company, and has an interest in about twenty banks in Tampa, and other parts of the state.

Mr. Brown is one of the largest owners of real estate in Florida. Besides owning many acres of land in Pasco and Hillsborough Counties, he owns much valuable property within the corporate limits of the City of Tampa.

He has taken an active part in the civic affairs of Tampa, and was Mayor of the City for three years, being the first Mayor under the Commission form of government. He was a member of the Board of Public Works for several years, and has served on the Board of Governors of the Board of Trade for many years, and in 1919 he was President of that organization.

He belongs to most of the important fraternal organizations in Tampa, including the Masons, Knights Templars, Shriners, Moose, Elks and Knights of Pythias.

He was married in Suwannee County, Florida, to Maggie V. Gardner, and has five children: Isla B. (Mrs. R. J. Taylor), Karl B., Nellie B. (Mrs. G. H. Davis), Margaret (Mrs. Dr. Leland Carlton), and Brownie (Mrs. George King).

Mr. Brown died in Tampa January 17, 1928.

JAMES L. BROWN

James L. Brown was born at Madison, Florida, August 17, 1874, son of Thomas J. and Mandy L. Hamilton Brown. His paternal ancestors came from Scotland, settling first in Georgia, but members of the family coming to Florida as early as 1700. His maternal ancestors came from Ireland, settling first in South Carolina, and later moving to Florida. He received his education in the public schools of Madison County, and Volusia County, Florida.

He began his business career in Tampa, working for the Southern Bell Telephone Company, and for the Tampa Electric Company, and in 1902, he became connected with the Pierce Electric Company. In 1906, he was connected with the City of Tampa, as Electric Inspector, continuing thus until he went into the electric business for himself in 1910, at which time he bought out the Harry Rigger Electric Contracting Company, changing the name to the J. L. Brown Electric Company.

In 1916, Mr. E. S. Pierce entered the firm and the name was changed to the Pierce Brown Electric Company, but the following year Mr. Brown bought out Mr. Pierce's interest, and the name became Brown Electric Company, which name

it still retains, and it is one of the largest concerns of its kind in Tampa, being the oldest electrical construction Company in the city and second oldest in the State. Prior to coming to Tampa, Mr. Brown followed various occupations, including farming, cattle ranching and railroad work. He really commenced his electrical career when working as a water boy on the old J. T. and K. W. Railroad.

He is a member of various organizations, including the Optimist Club, the Electrical Contractors' Association, the Tampa Board of Trade, Tampa Builders' Exchange, the Palm Avenue Baptist Church, the American Red Cross, and he is a Mason and a Shriner.

He was married on the 25th day of August, 1901, to Minnie L. Andrews of Tampa. Two children were born to this union; Thelma May and Doratha Ida.

T. E. BRYAN

T. E. BRYAN was born in Savannah, Missouri, May 17, 1872, the son of George T. and Mary L. Bryan.

He received his education in the Public Schools at Savannah, Missouri, graduating from High School at that place in 1889. In the fall of that same year he came to Tampa and for five years was connected with the South Florida Railroad, which railroad was absorbed later by the Atlantic Coast Line. In 1895 he became associated with I. S. Giddens & Company, Wholesale Grocers, and remained associated with that concern until they discontinued business in the spring of 1903.

In May, 1903, in partnership with Mr. H. E. Snow, he founded the wholesale grocery business of Snow & Bryan. This connection continued until 1920 when Mr. Snow retired and Mr. E. J. Keefe, who had been associated with the company since its organization, became a member of the firm, the firm name being changed to Bryan-Keefe & Company. Bryan-Keefe & Company and its predecessor, Snow & Bryan, have carried on a very large wholesale grocery business, specializing particularly in butter and cheese, and have branches at Lakeland and Fort Myers with head offices in Tampa, doing a total annual business of considerably over a million dollars.

Mr. Bryan has been active in civic work, not only in Tampa, but throughout the state, for a great many years. He is one of the pioneers in good roads work and was the President of the Central Florida Highway Association for many years. He is active in Board of Trade work in the city, having been a member of the Board of Governors for the past twenty years, and was President of the Organization at one time.

During the World War he volunteered his services to the Army and was assigned to the Purchase and Storage Division at Washington, representing the Army on the Food Purchase Board until after the Armistice was signed.

Mr. Bryan was married at Morris, Illinois, on the 19th of October, 1919, to Miss Lily Bakke. He is a member of the Rocky Point Golf Club, is a Mason, Shriner and Elk.

LUDWIG WILHELM BUCHHOLZ

LUDWIG WILHELM BUCHHOLZ was born in Christfelde, Germany, March 25, 1855, the son of Martin and Wilhelmine (Foese) Buchholz. He was educated in the schools of Germany and was graduated from the Evangelical Teachers' Seminar, Pr. Friedland, Germany, in September, 1875. He was school principal and organist at Kunzendorf from 1875 to 1880, when he left Germany for America, and arrived in Tampa, February 27, 1880. He came to Florida in search of health and found it.

He bought the Carney place in Bloomingdale, Hillsborough County, and engaged in farming and citrus growing.

In 1884 Mr. Buchholz was prime mover in the building of a properly planned school house at Bloomingdale, was elected trustee, and served as teacher in this school from 1884 to 1886. In 1886 he was appointed County Superintendent of Public Instruction in Hillsborough County to succeed Wesley P. Henderson, resigned. He served as Superintendent from 1887 to 1901 and again from 1909 to 1913. From 1901 to 1905 he was Professor of Philosophy and Pedagogy at the Florida State College, Tallahassee, and was Dean of the College from 1905 to 1909. He has been Professor of Education and Bible at the University of Florida since 1913.

From 1919 to 1927 Professor Buchholz was by appointment of the United States Government, Counselor and Educational Director of the Rehabilitation Division of the University of Florida for disabled soldiers, sailors, and marines.

While County Superintendent of Hillsborough County, he conducted the first county teachers' institute in the state of Florida. He established a precedent of visiting and examining the work of every school in the county. He conducted institutes which were attended by teachers and patrons. He introduced manual training, domestic science and art, school gardening, boys' corn clubs and girls' canning clubs, and school libraries into the city and country schools.

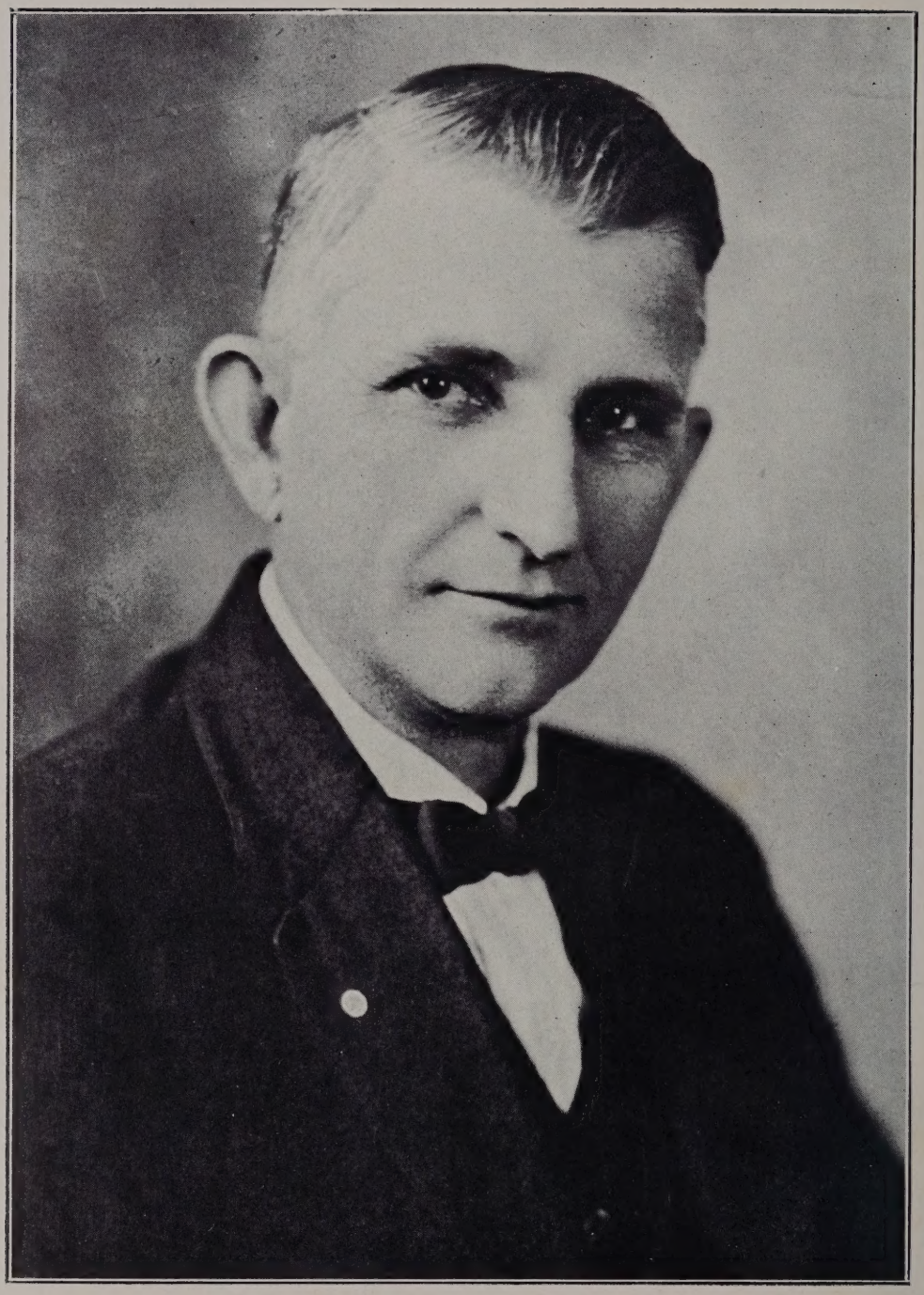
In 1897 he was state lecturer on Educational Psychology in the eight state summer schools, and was Principal of the state summer schools from 1901 to 1908. Professor Buchholz also conducted summer schools for teachers at Milton, Cedar Keys, and Jacksonville. During the World War he was a four-minute speaker for Alachua County. His name appears in Who's Who in America in 1920. He was President of the State Teachers' Association in 1900, and has been State Director and Vice-President of the National Education Association.

Professor Buchholz is a Presbyterian Elder and in 1918 was a Representative to the General Assembly of the Presbyterian Church of America.

Fraternally he is a Mason, Knight-Templar, 32nd degree Scottish Rite Mason, a Shriner, member of Sigma Chi, and Phi Kappa Phi, Atheneum Club and Tall Cedars.

He was married first to Emma Emilie Klein at Marienburg, Germany. She died at Bloomingdale, August 26, 1881. He was married again January 31, 1883, to Mary Augustine Wallace. He has three children, Margaret by the first marriage, and Albert Wallace and Frederick William by the second marriage.

Ludwig Wilhelm Brentholz



J. M. Burnett

R. W. BURCH

R. W. Burch was born at Bowling Green, Kentucky, December 31, 1888, son of W. L. and M. B. (Manning) Burch. His grandfather, William L. Burch, saw service in the Civil War.

Mr. Burch received his education in Kentucky where he attended Ogden College.

He came to Miami, Florida, in 1905, where he engaged in the wholesale fish business on a large scale, for seven years.

In 1912, he moved to Plant City, and immediately entered the produce business, as a distributor of fruits and vegetables. His firm of R. W. Burch & Company has become in a remarkably short period of time, the fourth largest distributor of fruits and vegetables in Florida. The main office is located in Plant City, and branches are maintained in Sulphur Springs, Highland City and Wauchula. The two largest packing houses on the Seaboard Railroad are operated by the company. R. W. Burch & Company has been of invaluable aid to the farmers of Hillsborough County, as their goods are not only marketed, but to a large extent, they are financed by the company.

Mr. Burch was married on the 18th day of September, 1922, at Plant City, to Evelyn Crum, daughter of a former Hillsborough Commissioner.

JAMES M. BURNETT

James M. Burnett was born in Hillsborough County, about twenty miles southeast of Tampa, October 26th, 1870, the son of Britton J. and Macy A. (Kickliter) Burnett. His father was also born in Florida, and his grandfather came from Virginia to Florida in the early days.

Mr. Burnett received his education in the country schools of Hillsborough County, and engaged in the farming and stock-raising business with his father until he was twenty-six years old. He then opened a general store at Riverview, which he maintained for several years, until he moved to Tampa in 1906.

He was elected County Tax Collector in 1920, and had the distinction of being re-elected in 1924 without opposition. The growth of this office, and the amount of taxes collected at the present time compared to 1920, when he first took office, are good indices to the growth of Hillsboro County during the past eight years. The office force is now about ten times the size it was in 1921, and at least four times as much money is collected as in 1921.

Mr. Burnett is a member of the Tampa Heights Methodist Church, and of the Board of Trade. Fraternally he is a Mason, Shriner and a member of the Knights of Pythias. He was married at Pavo, Georgia, on the 8th day of November, 1896, to Lucy Brice, and has four children: Marvin Brice, Lucile, Symmes, and Dorothy.

DR. C. J. CARABALLO

Dr. C. J. Caraballo was born at Vera Cruz, Mexico, February 16, 1889, a son of Martin and Josefa Caraballo.

He attended school in Cuba for a short time, to which country his parents had moved.

He came to Tampa, when a young man, where he attended the high school and the Tampa Preparatory School. He subsequently entered the University of Maryland, where he studied dentistry and received a degree of D. D. S. in 1909.

The same year he commenced the practice of dentistry in Tampa, where he has since become recognized as one of the leading dentists of the city.

Socially, Dr. Caraballo is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club and the Rotary Club. He is a Mason and belongs to the Xi Psi Phi dental fraternity, of which he is president of the state alumni chapter. He served as president Florida State Dental Society in 1921 and served as president Tampa District Dental Society in 1918.

He organized the post graduate department of the Florida Dental Association, which has done much for the betterment of the dental profession in Florida. He was appointed by Governor Martin vice-chairman of the Florida State Board of Dental Examiners.

He was married at Tampa, on the 11th day of October, 1911, to Ruby Pate Culbreath, and has two children: Mareese and C. J., Junior, both born in Tampa.

MARTIN CARABALLO

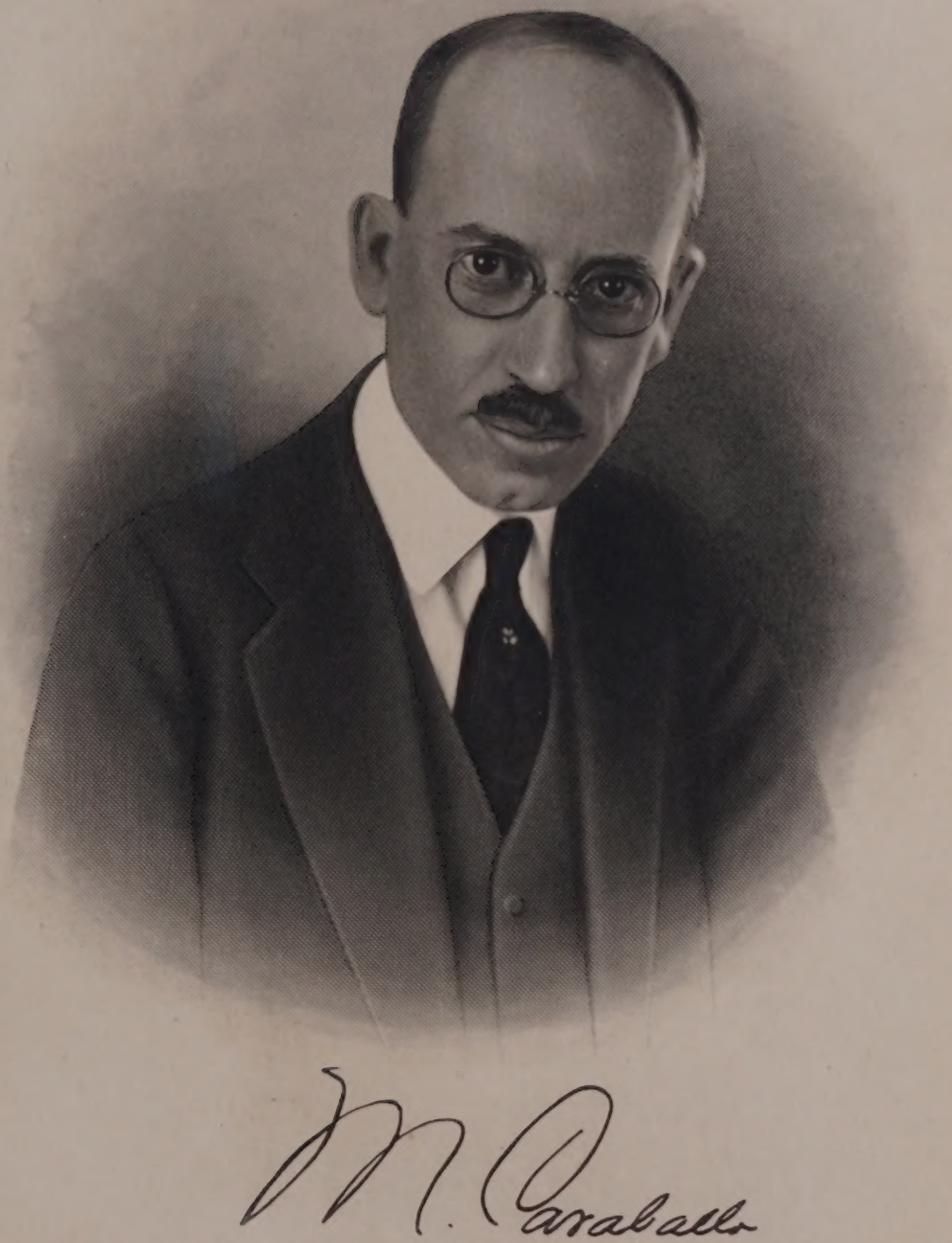
Martin Caraballo was born at San Andres Tuxtla, Mexico, April 18th, 1887. His father was Martin Caraballo, and his mother Josefa Moreno de Caraballo. He is of Spanish descent on both sides of his family.

He came to Tampa with his parents in 1890, where his father practiced as a physician and operated a drug store for a number of years. He attended the public schools of Tampa, and subsequently matriculated at Washington and Lee University, where he received a degree of LL. B. in 1907.

Soon after graduating from college he commenced the practice of law at Tampa, starting alone, but at various times was senior member of copartnerships with such well-known lawyers as T. M. Shackleford, Jr., and J. B. Sutton. During the past four years James D. Moran and John G. Graham have been his partners, the firm being known as Caraballo, Moran and Graham, of which he is the senior partner. This has become one of the largest and most important law firms in the southern part of the State.

He is interested in various corporations in Tampa and is a Director in the National City Bank.

Politically, Mr. Caraballo was Presidential Elector in 1920 and 1924, and was a member of the Charter Board, which drew up the Charter for the Commission form of Government for Tampa. He has served on the local Hospital Board,



and during the World War he was a permanent member of the Draft Board and Government Agent on exemptions. He is now a member of the Recreation Board of the City of Tampa.

He belongs to the Civil Legion, to the American, State and County Bar Associations, being Ex-President of the latter. He is a member of the Tampa Yacht and Country Club.

Fraternally, he is a Mason, Shriner, Elk, and a member of the Knights of Pythias.

He was married in Virginia to Stella B. Deisher on the 20th day of April, 1906, and has four children: Martin, Julian E., Raymond T., and Adelaide.

Mr. Caraballo owns a beautiful country estate near Limona which is one of the show places of the County, where he spends his week-ends.

GEORGE A. CAREY

GEORGE A. CAREY was born at Frankford, Delaware, on the 26th day of May, 1885, son of Joseph and Sidney (Campbell) Carey. He is of Irish descent on his father's side and English descent on his mother's side.

Carey family traces back to Elijah Carey, born 1779, Frankford, Delaware. He was a Methodist Preacher, and was one of the largest slave owners in Delaware but set them free before the Civil War. His father came from Ireland.

Campbell family traces back to Robert Campbell, born 1776, Selbyville, Delaware. He, also, was a slave owner, and fought in the Civil War. His father came from England.

Both families are long-lifed. Joseph Carey, father of George A. Carey, was 72 years, 2 months and 9 days old at his death. His mother is still living, born May 22, 1855.

George A. Carey received his early education in the schools of his home town, and, subsequently, attended Wilmington Business College, Wilmington, Delaware.

He was married at Frankford, Delaware, February 10, 1909, to Katherine Lingo and has one daughter, Elizabeth.

His first business was mercantile business with his brother, Elijah Carey, firm name Carey Brothers. Two years afterwards he went into the fruit and produce business in Delaware and Maryland, which he continued until he came to Plant City, Florida, in 1921, where he at once re-engaged in the same kind of business. Since coming to Plant City, Mr. Carey has been very active in the produce business, *i. e.,* the shipping and marketing of citrus fruits, strawberries and all kinds of vegetables.

Mr. Carey has always taken an active interest in civic affairs and was appointed as a member of the old City Council. In the next election, he was voted a member of the City Council of Plant City, Florida, and was re-elected City Commissioner (receiving the highest vote of any candidate) at the time the Commission Form of Government went into effect in 1927.

He is a member of the Plant City Methodist Church, of the Kiwanis Club and of the East Hillsborough County Chamber of Commerce, of which he was director for two years. He belongs to several fraternal organizations, including the Masons, Shriners, Eastern Star, Elks and Odd Fellows.

DOYLE E. CARLTON

Doyle E. Carlton was born in Wauchula, Florida, July 6, 1887, son of Albert and Martha (McEwen) Carlton. His great-grandfather, Lieut. Alderman Carlton, was killed by the Indians when serving as an officer in the Seminole War. His grandfather, Daniel Carlton, also fought in the Indian Wars. Mr. Carlton received his education in the public schools of Florida, and later attended Stetson University and the University of Chicago, from both of which institutions he received the degree of A. B. He studied Law at Columbia University, and received the degree of LL. B. there.

He began the practice of Law in Tampa in 1912, and is at the present time senior member of the distinguished law firm of Mabry, Reeves & Carlton.

He has held several important public offices, having been a member of the State Senate from 1917 to 1919, and City Attorney of Tampa during the Wall Administration. He is at the present time a candidate for Governor of Florida, and is making a strenuous campaign throughout the State.

He is a member of the Baptist Church and the Kiwanis Club. He has three children: Martha, Mary and Doyle E. Carlton, Jr.

FIELDING L. D. CARR

Fielding L. D. Carr was born at Fort Sam Houston, Texas, on March 26, 1878, son of Richard Franklin and Matilda (Mooney) Carr. His paternal ancestors were among the early settlers in North Carolina, and his maternal ancestors came from Ballymooney, County Kildare, Ireland.

Mr. Carr received his early education in the public schools of San Antonio, Texas, and later attended Rose Polytechnic Institute at Terra Haute, Indiana, where he received the Degree of A. B.

Mr. Carr's career has been a varied one. He became connected with the Lykes Steamship Company in New Orleans, and in 1921 moved to Tampa, where shortly after his arrival he was made General Manager of the Tampa Real Estate Board, in charge of Tampa Industrial development. In 1927 he was elected a member of the State Legislature from Hillsborough County.

Mr. Carr has been a Director of the Tampa Board of Trade since 1921, and Chairman of the Water Commerce Bureau. He was instrumental in securing the Bull Steamship Line service from Baltimore to Tampa, and also the Pacific-Caribbean Gulf Steamship Line service from Pacific ports direct to Tampa. He has devoted much of his time and energy not only to the commercial development of Florida, but to the agricultural growth as well, especially in Hillsborough County.

Mr. Carr's military record is one of interest. He entered the United States Army in 1912, as Second Lieutenant of Artillery, and served on the Mexican Border during 1916 and 1917. He went to France with the 38th Division in 1918, having been promoted to Major, but returned to the United States in October of that year, to organize the 59th Artillery at Fort Ethan Allen in Vermont, where he remained in command until February, 1919. In March of the same year, he joined the United States Shipping Board, and traveled through Europe, studying and reporting on port facilities and conditions, and the rehabilitation of commerce, for the United States Government. He resigned from this position in 1921, at which time he began his activities with the Lykes Steamship Company in Tampa.

Mr. Carr is a member of the Christian Church; he is also a member of the American Legion, the Tampa Rotary Club, Tampa Yacht and Country Club; Veterans of the World War; Secretary of Representative Form of Government Club, and a member of the State Legislature.

Fraternally, he is a Mason, a member of Westport Lodge No. 340, and a Shriner, a member of Ballut Abyab.

Mr. Carr was married at New Orleans, Louisiana, on January 14, 1921, to Emily Cummings.

DR. EDWARD F. CARTER

Dr. Edward F. Carter was born at Magnetic Springs, Ohio, on the 11th day of December, 1884, son of Benjamin Franklin and Hattie B. (Turner) Carter. His father's people settled in Virginia in the very early days and his mother is of Pennsylvania Dutch extraction.

The subject of this sketch attended the public schools of Atlanta, Georgia, including the high school there and subsequently matriculated to Emory University where he received the degree of M. D. in 1907.

Dr. Carter commenced the practice of medicine in Atlanta, continuing there for two years when he removed to Polk County, Florida, settling at Mulberry, where he practiced his profession for twelve years.

Appreciating the greater opportunities in a large city, Dr. Carter moved to Tampa in 1919 where he continued his practice. During his first two years in Tampa he carried on a general practice of medicine but since this time he has specialized in electro-therapy in which branch of his profession he has made an enviable name for himself.

He has always taken an interest in important affairs outside of his profession and while residing at Mulberry he was elected Mayor of the town for two years. During the World War he was medical officer for Polk County, being a member of the Home Guards.

He belongs to the First Baptist Church at Tampa and fraternally he is a Mason, Elk and a member of the Knights of Pythias.

He was married at Atlanta, Georgia, on October 25th, 1908, to Clara Lee Webb. The following children were born to this union: Elizabeth, Katherine, H. S., Edward F., Jr., Sarah, and Bobby.

JOSEPH E. CARTER

JOSEPH E. CARTER was born at Mascotte in Lake County, Florida, February 12, 1885, son of Allan Stephen and Matilda (Lee) Carter. His family came to Florida from Georgia about the year 1855 and settled on a small island, which subsequently was named Carters Island, about five miles south of Mascotte. The island contained five farms of one hundred and twenty acres each.

Mr. Carter attended public schools in Lake County until he was fourteen years old, when he went into the turpentine business on the East Coast of Florida.

In 1901 he moved to Tampa and was in the grocery business for about eleven years and then went into police work during Mayor Frecker's administration. Just before the commencement of the World War he went to Alliance, Ohio, where he was employed by the Transive Williams Steel Forging Corporation as Night Superintendent of Shop Police, this being a subsidiary corporation of Henry Ford's Automobile Plant.

At the outbreak of the World War he was put in charge of the Shop Police Department at Alliance which consisted of thirty men and in addition employed some seven thousand people. He continued in this important position until a year before the Armistice was signed. He then became connected with the Police Department of Alliance as Lieutenant of Police, continuing thus for a year when he returned to Tampa and joined the Police Department. At the time his office was abolished from the Tampa Police Department he was Chief of Detectives. He is the only officer ever connected with the Tampa Police Department who received two thousand five hundred dollars in reward in one year for apprehension of criminals for the state.

During the past two years Mr. Carter has operated a private detective agency of his own with great success. His agency has branches or correspondents all over the United States and is in a position to render efficient service in any branch of detective work.

Mr. Carter is a member of the Board of Trade and of the Tampa Automobile Club. Fraternally he is an Elk and a member of the Knights of Pythias.

He was married on the 18th day of October, 1907, at Tampa, to Florence McCorquodale, and has one son, Harry.

M. W. CARRUTH

M. W. CARRUTH was born in Alachua County, Florida, September 13th, 1861, the son of Thomas A. and Mary A. (Herring) Carruth. He is descended from a very old Florida family; his grandparents, Cotesworth Logan Carruth and Caroline White (Livingston) Carruth, having come to this State about 1830, settling in Madison County. His father was one of the early Methodist preachers of Florida.

He attended school in Suwannee County, Florida, where his parents subsequently moved.

He came to Tampa November 7th, 1877, and is, therefore, one of the oldest residents of the City. His father was one of the early postmasters of Tampa, and he served under him as Assistant Postmaster for a number of years. He then entered the railroad business, and for several years was a conductor on the South Florida Railroad.

In 1887 he entered the insurance business in Tampa, and has been in this business ever since, and is the oldest insurance agent in point of service in the City. His present firm is known as Carruth and Black. In 1925 he took in Mr. C. H. Black, Junior, as a partner. The firm handles various kinds of insurance, but principally fire insurance.

Apart from his active interest in the insurance business, Mr. Carruth was President of the old American National Bank of Tampa from 1904 to 1919, and at the present time is a Director in the Citizens Bank and Trust Company and in the First Savings and Trust Company.

He is also a Director and Vice-President of the Mutual Realty and Investment Company, and Director and Vice-President of the Gulf Fertilizer Company.

He is a member of the Methodist Church, a Charter member of the Tampa Board of Trade, and a Charter member of the Tampa Yacht and Country Club.

Fraternally he is a Mason and a Shriner.

Mr. Carruth has taken a great interest in charitable affairs, and in this connection he has been a Director, since its organization, of the Children's Home of Tampa.

He was twice married, first to Miss Ivy Dent Storts of Louisville, Ky., in October 1889. To them was born one son, John Alexander Carruth. On the 1st of December, 1897, he was married to Miss Sarah E. Moore, and has three children: Melville W., Junior; Dorothy Fairchild (Mrs. D. S. Conoley), and Tom Moore Carruth.

W. H. C. CARUTHERS

W. H. C. CARUTHERS was born in Bedford County, Virginia, on the 15th day of September, 1857; son of William H., and Anna H. Caruthers. His father was Colonel of a Virginia Regiment during the Civil War. Mr. Caruthers received his education in the schools of Virginia and the Virginia Military Institute, and he came to Maitland, Florida, in 1880 with his mother.

In 1881 he moved to Tampa, remaining only a few months, when he went to Texas, joining Company E, Frontier Battalion, Texas Rangers, with which he served two years. Returning thereafter to Tampa, he purchased an orange grove below Ballast Point on Old Tampa Bay and followed the orange growing business for eight years, when he entered the hardware store of W. A. Morrison in Tampa. He followed this business for many years. During the Spanish-American War he became connected with Phillips and Fuller, and still later, with the wholesale grocery house of Lucas Brothers.

Then Mr. Caruthers organized the Caruthers Produce Company, of which he was President, and which at that time was the largest wholesale produce house

in South Florida. This firm was the first in Tampa to charter schooners for importing bananas from Honduras. In later years he has devoted his entire time to the firm of W. H. C. Caruthers, which is a wholesale produce house.

Mr. Caruthers is one of the pioneers of Tampa, and has the distinction of being one of the eleven original members of the First Presbyterian Church, of which he is now Elder. He organized the first Sunday School of this church, and was its first Superintendent. He was the first Deacon of the church, and served as Treasurer for years.

He has always taken considerable interest in politics, and was Secretary of the Executive Committee of the Democratic Party in Hillsborough County.

During the World War, Mr. Caruthers served as one of the representatives of the Pure Food Administration.

His fraternal affiliations are with the Odd Fellows.

He was married on the 15th day of October, 1887, at Tampa, to Miss Eva G. Hall, of Eastern Arkansas, and has one daughter living, William Eva (Mrs. Howard E. Gray).

JAMES EDWIN CASSELS

James Edwin Cassels was born at Island Grove, Alachua County, Florida, January 24th, 1889, the son of Henry and Mary A. (Carlton) Cassels.

When a young man he moved to Plant City, where he attended the local High School. He studied Law at John B. Stetson University, where he received the degree of LL. B in 1911. He was admitted to the bar the same year, since which time he has been in the active practice of his profession at Plant City, where he is recognized as one of the outstanding lawyers of the community, being senior member of the law firm of Cassels and Trinkle.

He was Justice of the Peace of the Nineteenth District of Hillsborough County from 1913 to 1916 when he entered the Mexican Border Service.

He was a member of the 2nd Florida Infantry when called to the Mexican Border in June, 1916, and spent nine months in that service with six months of that time on the Rio Grande. He was also called to service in the World War August, 1917. He spent another two years' service in this war, having been discharged First Lieutenant Infantry, June, 1919. He was a member of the A. E. F. in France for about eight months, and is a First Lieutenant in the Officers Reserve Corps.

Fraternally, Mr. Cassels belongs to the local Knights of Pythias and also to the Masonic Order; also a charter member of the Norman McLeod American Legion Post of Plant City. He is a member of the First Baptist Church, where he is Superintendent of the Sunday School and he is now (1927) Vice-President of the Plant City Kiwanis Club.

He was married April 7, 1917, to Annie Elizabeth Coleman at Hopewell, Florida, and has one daughter, Elizabeth Coleman Cassels.

WILLIAM H. CASSELLS

WILLIAM H. CASSELLS was born in Alachua County, Florida, on September 12, 1872, son of Henry and Mary A. (Carlton) Cassells. His father came from South Carolina to Florida in 1856, and his mother was born in this state.

Mr. Cassells received his education in the schools of Alachua County, and subsequently attended the old Jasper Normal College, and still later, the Northern Indiana Normal University.

He began his long career of school teaching in 1895, in Hamilton County, Florida, subsequently to this he taught two winter terms, one each at Aucilla and Lloyd in Jefferson County. He then returned to the Jaspar Normal for a year's study, teaching a few classes to pay part of his expenses.

He was instructor in the Normal School at Abbeyville, Georgia, for three years, and for two years, he was principal of the McDonagh Institute at Baxley, Georgia. From there, he went to the old East Florida Seminary, where he continued his teaching work two years. He has been principal of schools in various cities in Florida, including Gainesville, Ocala, Palatka and Plant City, where he is now located.

He holds various important positions in connection with the teaching profession; he is Executive Secretary and Past President of the Florida High School Athletic Association, and he was a member of the last State Sub-Committee for the selection of elementary text books for the schools of Florida.

He has taken an active interest in various affairs in Plant City, where he was a member of the Charter Board which drafted the charter for the Commission Form of government there. He is a deacon in the Plant City Baptist Church, where he teaches the Men's Bible Class. His fraternal affiliation is with the Knights of Pythias.

He was married to Patty Lawson of Forsyth, Georgia, and has the following children: William Lawson and Mary Christine.

THOMAS B. CASTIGLIA

THOMAS B. CASTIGLIA has the distinction of being a native son of Tampa, having been born there on the 27th day of May, 1898, son of Frank and Frances Castiglia. His father was born in Italy and came to the United States about thirty-five years ago.

Mr. Castiglia attended the public schools of Tampa, including the high school there, and studied law at Stetson University from which institution he received the degree of LL. B. in 1924.

He started the practice of law at Ybor City soon after leaving college and in a very short time he has built up one of the best practices in his section of Tampa. His partner is Joseph G. Spicola and the firm is known as Castiglia and Spicola. While a general practice of law is carried on, considerable attention is paid to

criminal practice. As Mr. Castiglia speaks Italian and Spanish equally as well as English, he has a large number of clients among the Latin element.

He has taken a very considerable interest in civic affairs and is a member and secretary of the East Tampa Civic Club. He also belongs to the Junior Board of Trade of Tampa.

He was recently appointed Assistant City Attorney of Tampa.

He is a member of the Knights of Pythias, the Masons, the Moose and the Delta Beta Phi College Fraternity.

He also belongs to various clubs, including the Italian Club, and the Societa Itilian.

HENRY E. CASWELL

HENRY E. CASWELL was born at Fremont, Indiana, June 15, 1880, son of Andrew Darwin and Sarah (Hall) Caswell. He is of English and Irish descent.

He attended schools in his home town, including the high school there and studied denistry at the Ohio Dental College in Cincinnati from which institution he received the degree of D. D. S. in 1902.

He commenced the practice of his profession in Ohio, continuing there for ten years, during which time he also taught dentistry at Ohio Dental College.

Having been attracted by the lure of the South he moved to Tampa in 1912 where he has since followed his profession and has built up an enviable practice.

Dr. Caswell has found time to give considerable attention to outside interests, having been an ardent worker in the Y. M. C. A. for many years. He belongs to the Selma Avenue Methodist Church and is superintendent of its Sunday School. He is a Mason and a Shriner and holds membership in the Florida State Dental Association.

He was married on the 18th day of June, 1902, at Cincinnati, Ohio, to Mary D. Moore and has three adopted children: Martha, Edward and La Verne.

JAMES M. CATHCART

JAMES M. CATHCART was born at Sumterville, Sumter County, Florida, February 22, 1886, son of James M. and Dorcas C. (Tillman) Cathcart. His mother is a cousin of Senator Tillman of South Carolina.

Mr. Cathcart received his education in the public schools of Florida and studied law at Georgetown University, from which institution he received the degree of LL. B. in 1917.

Prior to taking up the practice of law, he was engaged in newspaper work for a number of years. He was City Editor of the old Tampa Herald; he also held the same position with the old Tampa News and with the Tampa Tribune.

He left the Tribune in 1911 and became Private Secretary to Senator Fletcher, remaining in Washington until 1917. In 1917 he was appointed Collector of Internal Revenue for Florida, which office he held until 1921, his headquarters

being in Jacksonville. He was the youngest collector of Internal Revenue in the United States at the time he was appointed.

Mr. Cathcart took the Florida State Bar examination in 1911 and received the highest mark of anyone in the class. In the same year he commenced the practice of law at Tampa and now has many valuable clients. He was assistant City Attorney of Tampa for two years.

He belongs to the various bar associations and is a member of the Kiwanis Club and of the Board of Trade. He is Past Chancellor of the Knight of Pythias Lodge in Tampa.

Mr. Cathcart was married at Evergreen, Alabama, April 19, 1911, to Hollie P. Savage and has four children: J. M. Junior, Duncan Fletcher, Mary Pameron, and Caroline Elizabeth.

JAMES R. CHAMBLISS

James R. Chambliss was born in Jackson County, Florida, January 13, 1859, son of James H. and Betty Chambliss. His father and mother were both from Virginia and came to Florida as pioneers in 1844, settling in Jackson County.

Mr. Chambliss attended schools in Jackson County and followed farming there for some time until he became interested in railway and bridge building which he has followed with such great success for over forty-five years.

Among the structures which he has erected may be mentioned the following: Four bridges across the Manatee River at Bradenton; three bridges between Hillsborough County and Manatee County over Palm River; all the bridges for the whole Tampa Southern Railway between Tampa and Ft. Orgle; most of the wharves around Tampa and all the bulkheads around the Estuary; the old wooden bridge from Clearwater to Clearwater Beach; all the bridges between Tampa and St. Petersburg on the Tampa and Gulf Coast Railroad; the ways for the Tampa Dock Company where ships were built during the World War; The Chris Terminal at Hoopers Point and all the bulkheads and foundations for buildings around this terminal; docks for the Dantzler Lumber Company at Tampa, and docks for the Swann Terminal at Tampa; all the bridges from Florence, South Carolina, to Jesup, Georgia, on the Atlantic Coast Line Railroad; all the bridges from Savannah, Georgia, to Yulee, Florida, on the Seaboard Railroad, and many other similar structures in various parts of Alabama, Tennessee, South Carolina, North Carolina and Florida.

It will be seen from the above that Mr. Chambliss has carried on a tremendous business in his line, and the aggregate of his building operations would run into many millions of dollars. He is without doubt the greatest builder in his line in the South.

He was married at Palmetto, Florida to Fanny Mitchell and has four children: James, Flake, Marion, and Clarence.

ROBERT E. LEE CHANCEY

ROBERT E. LEE CHANCEY was born in Pierce County, Georgia, December 16, 1880, the son of William Lewis and Isabel (Bennett) Chancey.

He received his education in the public schools of Georgia, subsequently attending Mercer University, at Macon, Georgia, where he studied law and received the degree of LL. B. in 1902.

He began the practice of law at Blackshear, Georgia, and moved to Tampa in 1905, where he has since continued in the active practice of his profession. For sometime he practiced alone, and for a long time he was a partner with Mr. M. B. Macfarlane.

He served as county solicitor from 1917 to 1921, and was re-elected in June, 1925, for another four years' term. The duty of the county solicitor is to act as prosecuting attorney in the Criminal Court of Record, and in the Court of Crimes, prosecuting all offenses except capital crimes.

Mr. Chancey has been president of the Hillsborough County Bar Association. He is also a member of the State Bar Association. Fraternally, he is a member of the Elks and Knights of Pythias.

He was married on the 10th day of September, 1906, to Jennie E. Cortino, of Tampa, and has one son, William B.

ERNEST LUVERNE CHASE

ERNEST LUVERNE CHASE was born at Clifton Hill, Missouri, November 13, 1887, son of Cephas J. and Lillian Florence (Trussell) Chase. His paternal ancestors came from England to America in Colonial times, and some of them participated in the Revolutionary War, thus enabling Mr. Chase to become a member of the "Order of Washington." His maternal ancestors were from Southern Ohio.

Mr. Chase received his education in the primary schools of Cleveland, Ohio; in the High School at Memphis, Tennessee, and spent one year at the University of Tennessee; he graduated from Tulane University in 1913, with the degree of B. S. in Electrical Engineering.

He has been interested in telephone work since 1910, having been connected with the Cumberland Telephone Company of New Orleans for about two years, and subsequently with the Southwestern Bell Telephone Company, at St. Louis, Missouri, and at Dallas, Texas, where he performed special duties under the General Commercial Superintendent. He was also connected with the Hillsboro, Texas, branch of this Company, as Manager, for about two years. He afterward held important positions with the Kansas City Home Telephone Company, which is owned by the Theodore Gary Investment Company. In July, 1923, he became head of the Securities Department of Theodore Gary & Company, and as such, was Trustee and Agent for a large number of important companies.

While residing in Kansas City, he took a very prominent part in civic affairs, and belonged to many important clubs and organizations, among which are the Club of University Lettermen; "T" Club of the University of Tulane; District Governor of Kiwanis Clubs of Missouri and Kansas; a member of the National Council, Boy Scouts of America; Chairman of Advisory Board of the Volunteers of America and Chairman of the International Committee of Inter-Club Relations for Kiwanis International.

He came to Tampa in 1926, and became Manager of the Securities Department of the Guarantee Mortgage Company.

He is a member and District Trustee of the Tampa Kiwanis Club, and holds membership in the Tampa Board of Trade. He teaches a Bible Class in the First Christian Church.

Fraternally, Mr. Chase is a Mason and a Shriner, and a member of Kappa Delta Phi Fraternity.

He was married at Kansas City, Missouri, to Hazel Elizabeth Miller, to which union two children have been born: Elizabeth Florence and Barbara Dorcas.

H. S. CHILES

H. S. Chiles was born at Giddens, Texas, November 17, 1877. His grandfather on his mother's side, Martin Cunningham, was a very early settler in Tampa. He came there in 1845 and was a charter member of Hillsborough Masonic Lodge and he was the first Junior Warden of this Lodge.

Prior to coming to Florida, Mr. H. S. Chiles followed the railroad business in Texas for a number of years. He came to Abbott, Florida in 1908, and to Tampa in 1909. Soon after his arrival in Tampa, he became connected with the Peninsular Naval Stores Company. Subsequently he was with the old Tampa and Northern Railroad and still later he became Inspector for the Southern Weighing and Inspecting Bureau. In 1922, Mr. Chiles was appointed Station Master of the Union Station in Tampa and he has filled this important position satisfactorily to all concerned since that time.

Mr. Chiles is one of the leading Masons of Tampa. He is a member of the Hillsborough Lodge No. 25 and he also is a Knight Templer and a Shriner. He has held a number of important positions in connection with Masonry. He is Past High Priest of Tampa Chapter Number Four; is Past Commander of the Knights Templar, Tampa Consistory No. 1, and is a member of Egypt Temple. He is also Grand Standard Bearer for the Grand Commander of Florida.

Mr. Chiles was married to Josephine Bickert and the following children were born to this union: Bessie, Louise (Mrs. Austin Williams); Lenora, and Helen.

ROGER WILLIAMS CLAPP

Roger Williams Clapp was born in Minneapolis, Minnesota, January 12, 1892, son of Julius M. Clapp and Mary (Harris) Clapp. His paternal ancestors were pioneers in the Middle West and his maternal ancestors were New Englanders.

He attended schools in Ithaca, New York, and subsequently Cornell University, from which institution he received the degree of A. B. in 1915.

He commenced his business career with the New England Furniture & Carpet Co., at Minneapolis. In 1920 he moved to Tampa where he joined the Morris Plan Bank with which he remained for several years. In October, 1925, he joined the Citizens Bank and Trust Company and is now assistant vice-president of this, one of the largest banks in Florida.

He has taken an active interest in various civic affairs and is a treasurer of the Tampa Welfare League and on the executive committee of the Boy Scouts. He belongs to the Tampa Yacht and Country Club and Palma Ceia Club, the Episcopal Church, the American Legion, Delta Tau Delta college fraternity.

During the World War he was commissioned second lieutenant and was stationed at New Orleans doing financial work.

He was married on the 14th of July, 1917, to Harrietta Spafford, daughter of L. L. Spafford, who has been a resident of Tampa for thirty-five years. Two children have been born to this union: Jeanne and Janis.

JAMES D. CLARKE

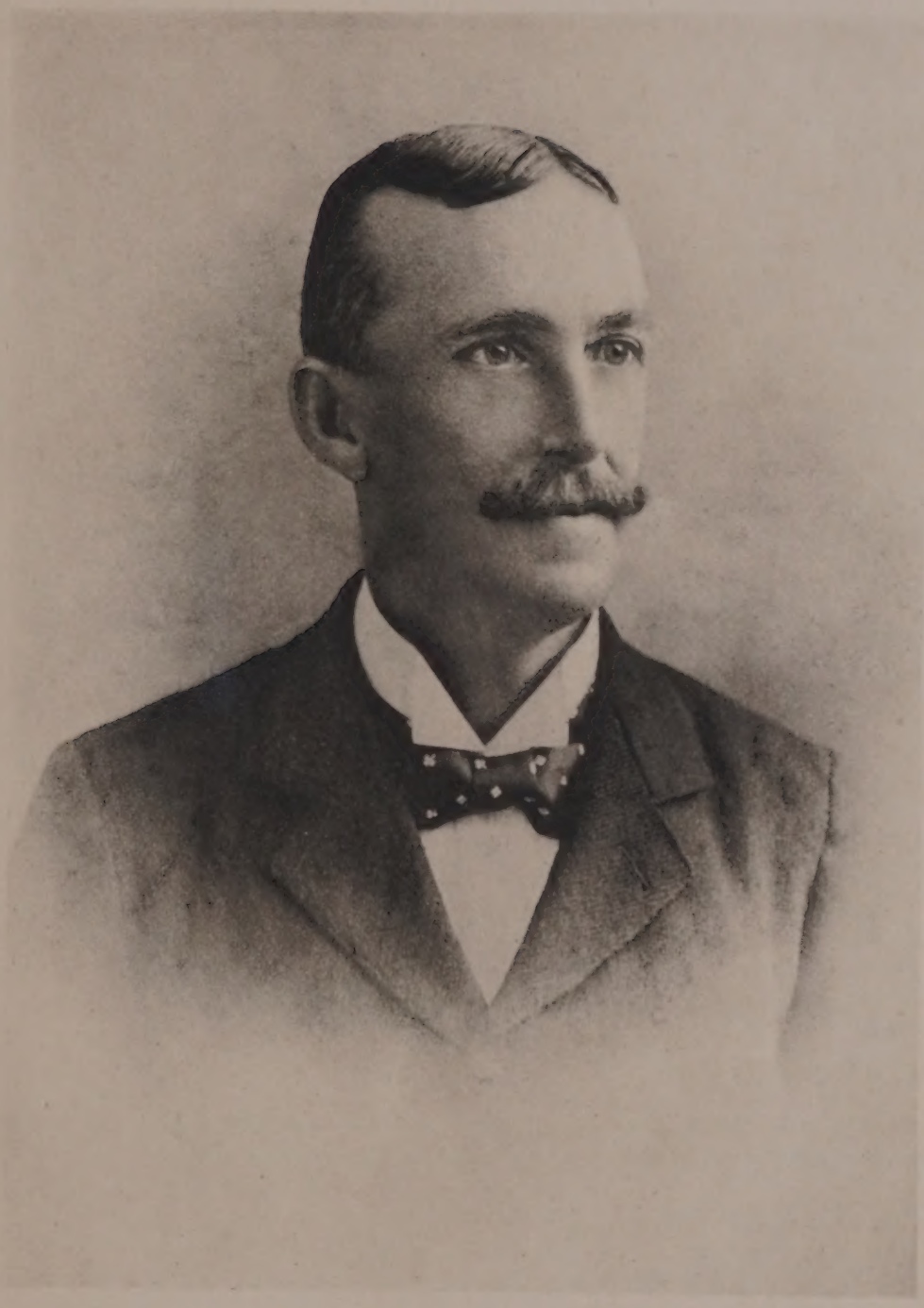
JAMES D. CLARKE was born at Cornwall-on-the-Hudson, New York, April 22, 1857, son of Charles Webb and Kate (Eastgate) Clarke.

He received his education principally in the schools of New York State, and was one of the early settlers in Tampa, having come there in 1872, to become connected with his uncle, Edward A. Clarke. He remained with his uncle until he was twenty-four years old, or ten years continuously. At the conclusion of this period, he purchased the business of James E. Lipscomb, which had been formerly owned by William W. Wall, located on the corner of Washington and Marion Streets directly opposite to the place of business of Edward A. Clarke.

For several years this business under the management of James D. Clarke was very successful, and he continued it until sickness compelled its removal. He then went to Seffner, where he carried on the business of merchandising and orange-growing for a number of years, making a conspicuous success in both lines. He purchased, cleared and planted forty acres in citrus fruit, and did exceedingly well until the famous "freeze" of 1895.

After this, he returned to Tampa, where he had acquired large real estate interests. He made his home here and again engaged in mercantile business. He was always fortunate in this line, and this instance proved no exception. Mr. Clarke continued to reside in Tampa until his death, which occurred on April 26, 1906.

James D. Clarke was universally esteemed by all who knew him, for his many excellent qualities. He was loyal to his friends, faithful to the principles of fair dealing in business, energetic, thrifty, and at the same time liberal. He was a good friend and a kind neighbor. He was for many years a member of the Methodist Episcopal Church, South.



J. D. Clarke

He married Sarah Matilda McKay, the oldest daughter of Captain James McKay. There were born to them, the following children: James D., Jr.; Webb; Porter J.; and Gladys A. (Mrs. Kenneth White).

A. C. CLEWIS

Alonzo Charles Clewis was born in December, 1864, in Dooley County, Georgia, son of Richard Clewis and Jane (Roberts) Clewis.

He attended schools in Georgia, and in 1886 moved to Tallahassee, Florida. He is, therefore, one of the pioneers of the State. He engaged in the mercantile business at Tallahassee for a year; in October, 1890, he moved to Tampa, where he entered the insurance business, and subsequently became interested in the Abstract and Title business. In 1891 he purchased the Tampa Abstract Company, which was later amalgamated with The Abstract and Title Company, and the name changed to the Tampa Abstract and Title Insurance Company, of which he is now President.

Mr. Clewis was one of the organizers and for many years President and active head of the Exchange National Bank, and since 1922 he has been Chairman of the Board of Directors of this important financial institution. In 1914 he organized the First Savings and Trust Company, of which he is President and active head. This is a Bank and Trust Company and has had a phenomenal growth under his management. The present assets aggregate more than three million dollars. For one term he served as District School Trustee, representing Hyde Park District.

Mr. Clewis is a member of the Episcopal Church, Yacht and Country Club, Board of Trade and various other civic and social clubs and fraternally he is a member of the Elks Club.

He was married at Tallahassee to Amelia Munro and has one daughter, Mary (Mrs. George B. Howell), and one son, Alonzo Charles, Jr.

EDWARD W. COATES

Edward W. Coates was born at Eufaula, Alabama, January 27, 1858, son of J. J. and Susie (Forhand) Coates.

He was educated in the schools near where he was born and early in life entered the plumbing business.

He moved to Florida in 1890 settling first at Leesburg. In 1896 he moved to Tampa where he continued the plumbing business, first as a general plumbing contractor, but his business has gradually grown into an exclusive wholesale one, and he was the first exclusive wholesale plumbing jobber in Tampa, and his business is one of the largest of its kind in the State. The annual turn-over amounts to close to a million dollars and business is done over the entire State.

Mr. Coates has always taken an active interest in civic affairs and was largely responsible for the adoption of the Commission form of Government for Tampa.

He is a charter member of the Civitan Club and belongs to the Tampa Board of Trade. His fraternal affiliations are with the Elks and Odd Fellows of which latter organization he has been a member for over thirty-five years.

He was married to Clara May Anderson, at Tampa, and the following children were born to this union: Harold, Emma, Edward and Ruby, all native Tampans.

CHARLES HENRY COLE

CHARLES HENRY COLE was born in Dearborn County, Indiana, on the 30th day of July, in 1870, son of James E. and Lutitia Bailey Cole. His father and mother were very early settlers in Ohio, having moved from there to Indiana shortly before Charles Henry's birth.

He attended the public schools in Dearborn County, Indiana, and after following various occupations in the North he came to Florida in 1910, settling first in Clearwater where he engaged in the grocery business until 1916 when he moved to Tampa. Shortly after his arrival in Tampa he joined the White Star Laundry but soon he purchased the dry cleaning establishment of Edward Paine, changing the name to the Odorless Dry Cleaning Company, which has become one of the largest and most successful dry cleaning establishments in Tampa. The business is now incorporated, and Mr. Cole is President, Treasurer and active head of the corporation.

He has taken an active interest in civic affairs and is a member of the Tampa Board of Trade and of the Kiwanis Club. He also belongs to the First Baptist Church and the Masons.

He was married on the 18th day of October, 1892, to Ada Wilson. One child, Florence was adopted to this union who died in 1920.

HENRY H. COLE

HENRY H. COLE was born in Winterset, Iowa, July 9th, 1891, son of Clarence A. and Bertha Elizabeth Cole. Both his maternal and paternal grandfathers fought in the Civil War.

He received his education in the schools of Iowa and at Northwestern University from which institution he holds the degrees of A. B. and LL. B.

Mr. Cole commenced the practice of law in Chicago, continuing there for about one and one-half years, when he came to Tampa on account of his health.

He arrived in the city on crutches and with $500 of borrowed money. His health has now been completely restored and he enjoys a lucrative law practice. He is a senior member of the firm of Cole and Dyer, his partner being Mr. Thomas A. Dyer.

During the World War he served as a Captain in the Infantry and was situated at various camps in the United States.

He has various interests outside of his profession: He is President and Director of the Cole Mortgage Company; Director and Attorney for the W. L.

McNevin Development Company. He belongs to the Tampa Board of Trade and is an associate member and attorney for the Tampa Real Estate Board.

Mr. Cole is a Director in the Sunset Park Company, Rankin Bond and Mortgage Company, and is President of the Gyro Civic Club, the Forest Hills Country Club, and Palma Ceia Golf Club, and for three years Captain Headquarters Battery 116th F. A., Florida National Guard.

He belongs to the State and County Bar Associations and to the Masons, Shriners and Delta Tau Delta college fraternity and the Phi Alpha Delta Law fraternity.

Mr. Cole was married at Tampa on the 24th day of February, 1921, to Margaret Perry and has one son, Perry A.

TRENTON C. COLLINS

TRENTON C. COLLINS was born at Cleveland, Ohio, on April 19, 1887, son of John F. and Francis (Compton) Collins. His maternal great-great-great-grandmother was the first English child born in Nova Scotia; the King of England granted to her a tract of land on which now stands the city of Halifax. The maternal grandfather was a Baptist minister in Trenton, New Jersey, and in Cleveland, Ohio. His father's family were French Canadians and lived near Ottawa, Canada. His father was in the wholesale grocery business in Cleveland for fifty years, retiring from the presidency of his wholesale grocery house in 1912. With the exception of the vice-presidency of one of the old Cleveland banks, his father is no longer active in business.

The subject of this sketch attended the schools in Cleveland, graduated from the high school in 1905.

Mr. Collins early entered the advertising business and was advertising director for the Higbee Company, Ohio's largest high-grade department store, for fourteen years and was also director of the Cleveland Advertising Club with its 1,600 members.

He moved to Tampa, Florida, in 1925 and established there the Trenton C. Collins Advertising Company, which has become in a very short time one of the leading advertising agencies in Florida.

Mr. Collins has taken an extremely active part in civic matters in Tampa. He originated "Prosperity Week" for the city, an exceptional idea to acquaint people with actual conditions; this has given the city very great publicity throughout Florida. In an editorial comment on the result of his work as chairman of the "Prosperity Week" committee during 1927 the Tampa Times had the following to say:

"As chairman of the committee staging our recent Prosperity Week Celebration, Trenton C. Collins proved both that he knows what is good to do in the way of advertising and that he is an indefatigable worker."

He was presented with the B. L. Hamner trophy in 1927 for the most distinguished services rendered the city of Tampa during the year. Mr. Collins is

president of the Tampa Advertising Club and of the Tampa Pep Club. He is vice-president of the Gyro Club and a director of the Tampa Automobile Club. He is a director of the Tampa Real Estate Board and chairman of its publicity committee, and holds the same position in the Better Homes and Building Exposition.

He has been an active worker for the Republican party in Florida. He was appointed chairman of the finance committee and chairman of district three of the Republican party in Hillsborough County, and was one of the committee of three who drafted the platform and resolutions of the Republican party for the county.

His work during the World War is especially deserving of mention. Placed in class C by the war department without hope of active service, he served on the publicity committee during the Thrift Stamps, Liberty Loan and Community Chest campaigns in Cleveland, which city fathered the Community Chest idea which has subsequently been adopted by Tampa and other cities throughout the country.

Mr. Collins is a member of the Palma Ceia Golf Club, Gyro Club, City Club, the Forest Hills Country Club, Tampa Board of Trade, Tampa Advertising Club, Tampa Pep Club, the Presbyterian Church and the Masons.

He was married at Detroit, Michigan, on November 26, 1913, to Ruth Powney. The home life of Mr. and Mrs. Collins is divided between Parkland Estate and Tampania, part of the year being spent at 2524 Parkland Boulevard and part in their other home, corner of Trask and North Avenue, Tampania.

V. B. COLLINS

V. B. COLLINS is a native son of Florida, having been born at Plant City April 15, 1883, son of Perry and Palestine (Hamilton) Collins. His father was one of the earliest settlers in Hillsborough County, having come from Georgia in 1860, settling near Plant City; he was the owner of many acres of land in the eastern part of the county.

Mr. Collins attended schools in Plant City, including the high school there and subsequently was at the University of the South for one year and at Stetson University for two years. He then took a course in pharmacy at Washington University in St. Louis, remaining there for three years.

After leaving college he established the Magnolia Pharmacy in Plant City which he operated for eight years.

In 1922, in association with several others, he organized the Farmers and Merchants Bank of Plant City, of which he became cashier and active head, continuing thus until the present time. Under his management this bank has enjoyed a unique success; beginning in a small way its deposits and resources have shown a steady and rapid increase.

Apart from his activity in business, Mr. Collins has taken a prominent part in military affairs. He was commissioned Major in the infantry during the World War and went to France with the 31st Division, but soon was transferred to the 37th Division, *i. e.*, "The Buckeye Division." He spent about six months in

E. E. Cone

France, a considerable part of which time he saw service at the front. He was promoted to Colonel after the close of the War, and holds this rank in the Officers Reserve Corps at the present time and is the Commanding Officer of the 124th Infantry Regiment, Florida National Guard.

Colonel Collins served as President of the East Hillsborough County Chamber of Commerce for two years and has taken an active interest in fraternal organizations, being a member of the Masons, Shriners, Elks, Woodmen of the World, Odd Fellows, Knights of Pythias and Knight Templars. His religious affiliations are with the Episcopal Church.

He was married at Plant City on March 6, 1906, to Annie McCoy and has one daughter, Vivian Juanita.

E. E. CONE

E. E. Cone was born in Bradford County, Florida, July 10, 1868, son of Louis and Emily (Odom) Cone. His mother was a native of South Carolina. His father, who was a farmer, lost a leg in the Confederate service, during the Civil War, and died about 1870. Mr. Cone was the sixth in a family of eight children. Until he was eighteen years of age, he remained in Bradford County, earning his first money by buying and selling cotton on commission. In 1886, he went to Plant City, Florida, and engaged in the livery business.

For five years, he was a merchant at Ybor City. In 1898, he sold out and started an extensive business in Tampa. He owned one of the largest and best livery and sales stables in the city, and did extensive trading in horses, bringing them in by carloads, and selling at private sale. He also ran a transfer line in connection with his regular livery business, and was interested in farming to some extent.

During the latter years of his life, Mr. Cone was engaged in the undertaking business, and also actively interested in real estate.

He had been a member of the Old City Council of Tampa about 1900, and was always much interested in civic affairs.

He was a member and steward of the First Methodist Church, and gave a great deal of time to church work. His fraternal affiliations were with the Knights of Pythias.

He was married at Tampa to Nellie E. Bairstow, of Warren, Pennsylvania, to which union, the following children were born: Clarabelle, Maud Emily, Edward Albert, Alfred Bairstow, and Elizabeth Adelaide.

Mr. Cone was accidently killed while hunting on November 26, 1927, his death coming as a great shock to the community.

MARCUS M. CONE

Marcus M. Cone was born in Savannah, Georgia, on December 1, 1896, son of James Barnard and Susan Ruth (Rain) Cone. His paternal ancestors came from the British Isles, and were among the early settlers in Columbia and Hamp-

ton Counties, Florida. His great-uncle, Captain C. F. Cone, took an active part in the Indian Wars, in this state. His maternal ancestors came to Georgia and Florida in the early days.

Mr. Cone received his education in the schools of Gainesville, and while attending the High School there, won a medal in a declamatory contest, sponsored by the W. C. T. U.

When Marcus Cone was fifteen years old, his father died, leaving him to support his mother and five brothers and sisters. This necessitated his leaving school and going to work. His first position was with the Southern Express Company, with which company he remained for a period of eight years, first as a clerk, and afterward, as assistant route agent or auditor. In the service of this company, he was stationed in various parts of the state: at Gainesville, Key West, Palmetto, Sarasota and Bradenton, and on March 1, 1920, he was placed in charge of the office at Plant City.

On December 1, 1925, the Plant City Council appointed him as Assistant City Clerk, and afterward, he was made City Clerk. Since then, he has been made Auditor and Tax Assessor, which position he now holds.

Aside from his activities in business, Mr. Cone has devoted some time to literary pursuits, and his poems have appeared in the newspapers at various times.

Mr. Cone is a member of the First Baptist Church of Plant City, and a charter member of the Kiwanis Club there. Fraternally, he is a thirty-second degree Scottish Rite Mason, and belongs to Olin S. Wright Lodge, of which he was Worshipful Master in 1924.

He was married in Bradenton on August 29, 1919, to Gertrude Alexander, and has two children: Harrie Grimes and Frances Lucy Cone.

FRANK M. COOPER

Frank M. Cooper was born in Manatee County, Florida, December 24, 1885, son of Frank M. and Christine Cooper. His father was also a native Floridian, having been born near Jacksonville and moving to Manatee County in the early days.

Mr. Cooper received his education in the schools in Manatee County and when still a very young man embarked in the hardware business at Punta Gorda.

In 1901 he moved to Tampa and became connected with the well known firm of Knight and Wall. He began work with this company at the age of sixteen as office boy, and he has filled various postions, including order clerk, shipping clerk, salesman, buyer and he has been Vice-President since 1922.

In addition to his interest in the Knight and Wall Company, Mr. Cooper is a director in the First National Bank of Tampa.

He is a member of the Episcopal Church and belongs to the Tampa Yacht and Country Club and to the Palma Ceia Golf Club.

He was married at Tampa to Minnie Wall Knight.

Frank J. Sveta

CARROLL G. COPP

CARROLL G. COPP was born in the Province of Quebec, Canada, January 17, 1878, son of Charles F. and Clara D. (Geer) Copp. He came to the United States with his parents about 1890 and settled in Minnesota. He received his education in the schools of Canada and in this country.

He followed the drug business in Minnesota until 1913 when he moved to Tampa and became connected with the Tampa Drug Company of which he is now Vice-President and General Manager. During the time which Mr. Copp has been connected with this company it has grown to be the largest wholesale drug house in Tampa and one of the largest in the South. The business has increased from less than two hundred thousand dollars per annum in 1913 to nearly two million dollars in 1927, and this tremendous increase is due in no small measure to Mr. Copp's activity in connection with the management of the business.

He is a member of the Rotary Club and of the Tampa Board of Trade and fraternally he is a Mason and a Shriner.

He was married at Superior, Wisconsin, to Anna M. Ord of the city of Superior. Three children were born to this union: Charles B., who was killed during the World War while a member of the air service, he was unofficially the youngest aviator in the service and was a very well known and popular boy in Tampa; Elizabeth C. (Mrs. I. W. Philips, Jr.) and Carroll G., Jr.

FRANK J. COSTA

FRANK J. COSTA has the distinction of being a native son of Tampa, having been born there January 10, 1898, son of John and Josephine Costa. His parents were both born in Italy, but came to Tampa thirty-five years ago.

The subject of this sketch attended the primary schools and high school in Tampa and then went to the University of Chicago and subsequently studied medicine at the Rush Medical College from which institution he received the degree of M.D. in 1923.

He commenced the practice of his profession in Tampa immediately after leaving college and has continued with marked success until the present time. Outside of his profession his primary interest has been in the educational growth of Tampa. Twenty years ago there were no modern school buildings in the city, and he has aided in every way possible in the erection of the present modern school buildings.

Dr. Costa is a member of the Hillsborough County Medical Association and his fraternal affiliations are with the Elks, and Masonic Lodge No. 178. He belongs to the University of Chicago Club at Tampa and is a member of the Episcopal Church.

He was married in Los Angeles, California, on the 8th day of November, 1922, to May Belle Henoch and has two children: Celeste and Frank Milton.

CARL RICHARD COUCH.

Carl Richard Couch was born in Massillon, Ohio, January 1, 1889, son of Theodore Carl and Catherine (Myers) Couch.

He attended primary and high schools in Cleveland, Ohio, and also studied at the Hillsborough High School in Tampa, having moved to Tampa in 1904. He won a scholarship at Washington and Lee University and spent two years at this institution. He then went to Cornell University where he remained from 1909 to 1913 studying architecture and engineering.

Immediately after leaving college he became connected with the Subway Construction Company of New York City remaining with this concern until 1917 when he was employed in the Railroad Division, Interstate Commerce Commission. In 1918 he moved to Jacksonville where he remained for two years doing concrete ship construction work.

In 1920 he returned to Tampa where he at once commenced the practice of architecture which he has followed with very great success. He has designed a large number of important buildings in and around Tampa, among them seven important school buildings.

He is Deputy Supervising Architect for the Florida State Hotel Commission. He is a Mason and a Shriner and belongs to the Acacia College Fraternity. He is also a member of Episcopal Church and of the Optimists Club.

He was married October 1, 1914, at Ithaca, N. Y., to Winifred Martin and has one daughter, Helen.

ISAAC S. CRAFT

Isaac S. Craft has the distinction of being a native born citizen of Tampa, having been born there on December 4th, 1867, the son of D. Isaac and Emma M. Craft. His father was also a native born Floridian, having been born near Tallahassee.

His father came to Tampa immediately after the Civil War when there were only about two hundred people in the town. Mr. Craft is, therefore, a member of one of the oldest Tampa families.

He attended the public schools of Tampa, and the East Florida Seminary of Gainesville, subsequently becoming a student at the well-known Eastman Business College at Poughkeepsie, New York, where he graduated in 1888. Mr. Craft's first inclination was for the practice of law and at the age of twenty he spent several months in the law offices of Judge Joseph B. Wall and John P. Wall of Tampa. His inclination running towards a business rather than a professional career, he became connected with the Knight & Wall Company in 1889, remaining active in this business for a period of twenty-one years; although not now active in this firm, he is and has been for many years Vice-President of it.

In 1910, he reorganized the Florida Auto and Gas Engine Company, which was established in 1898. He is now Vice-President, Secretary, Treasurer and General Manager. This Company has handled the agencies for leading automo-

biles and engines and also operates a wholesale plumbing supply business, in which a very large business has been done.

Mr. Craft is also interested in other important businesses in Tampa, among which may be mentioned: The Eagle Roofing and Art Metal Works, of which he is Vice-President and General Manager; the Tampa Steam Ways Company, of which he is President, and the Lyons Fertilizer Company, of which he is Vice-President.

He is a Director in the First Savings and Trust Company, and in the Isaac S. Levy Wholesale Drug Company. There are few other men in Tampa who have as many important business interests as Mr. Craft. He has always been interested in politics, but he has never sought important public office. He has, however, been a member of the Tampa City Council twice; once when he was only twenty years old and again when he was thirty years old. He is a member of the Board of Trade, and is a member of the Charter Board which drew up a Charter for the City of Tampa.

Fraternally he is a Mason, Shriner, Knights Templar, and a life member of the Elks Lodge. He also belongs to the Rocky Point Golf Club. He was married on June 15th, 1893, to Lillian Munro and had two children: Amelia (Mrs. B. F. Bradley), and Robert Munro, deceased.

THURLEY C. CROSS

Thurley C. Cross was born in Monroe County, Indiana, October 5, 1891, son of Jacob B. and Peney (Langley) Cross. His paternal ancestors were from Georgia and Tennessee and his paternal grandfather fought in the Civil War. His maternal ancestors were from Illinois. Mr. Cross received his education in the primary and high schools of Indiana and early in life entered the employment of the Prudential Life Insurance Company. He represented this company in important positions in various places in Indiana and was ultimately promoted to Superintendent and transferred to Charlotte, N. C.

In October, 1927, he was transferred to Tampa for the purpose of opening up the field for the Prudential Life Insurance Company, paying special attention to industrial insurance. The Tampa district comprises sixteen counties, which includes the entire west coast and a number of the important counties in the middle section of the state.

The Prudential Life Insurance Company is the largest company of its kind in the world as well as being one of the older American companies. It was established in 1875. It has invested many milions of dollars in Florida mortgages, which includes a large amount of school bonds.

Mr. Cross is a member of the Methodist Church and of the Tampa Lions Club and of the A. A. A. Automobile Club. He also belongs to the National Insurance Underwriters Association.

He was married at Bloomington, Indiana on July 10, 1912 to Nellie A. Brown, who is now deceased and the following children were born to this union: Ogarietta, Winnibeth, Carl E., Robert C., and Bettie Jane and John David.

R. A. CROWELL

R. A. CROWELL was born at Harwich, Massachusetts, on the 16th day of October, 1862. He received his education in his home state, but moved to Tampa, Florida, in 1892, and was therefore one of the early residents of the city as the population in 1892 was only some 7,000, which had grown to nearly 100,000 at the time of his death.

He engaged in various businesses in Tampa, including the wholesale fruit business and the furniture business, having been president of the well-known Tarr Furniture Company at the time of his death. He was best known, however, in connection with the Tampa Steam Ways Company, which had been established by his father-in-law and which he successfully managed until a short time before he died.

Mr. Crowell was a very popular man and much in demand for important public offices, which, however, he steadfastly refused to consider, although he was for a short time a member of the old Tampa City Council.

He was known as a financier of very considerable ability and was a director in the Citizens Bank & Trust Company of Tampa, now the largest financial institution south of Jacksonville.

He was much interested in fraternal organizations and was a member of the Elks, Odd Fellows and Knights of Pythias, and D. O. K. K. E. He was also a member of the Tampa Rotary Club.

He was married in Harwich, Massachusetts, to Lucy P. Miller, who survives him with two daughters: Berdina (Mrs. Russell Tarr), and Stella (Mrs. Ormond Sexton).

Mr. Crowell died at Tampa on November 2nd, 1923.

He was extremely popular in Tampa, and was known as a very public-spirited, generous and kindly gentleman and the city of Tampa suffered a very severe loss in his death.

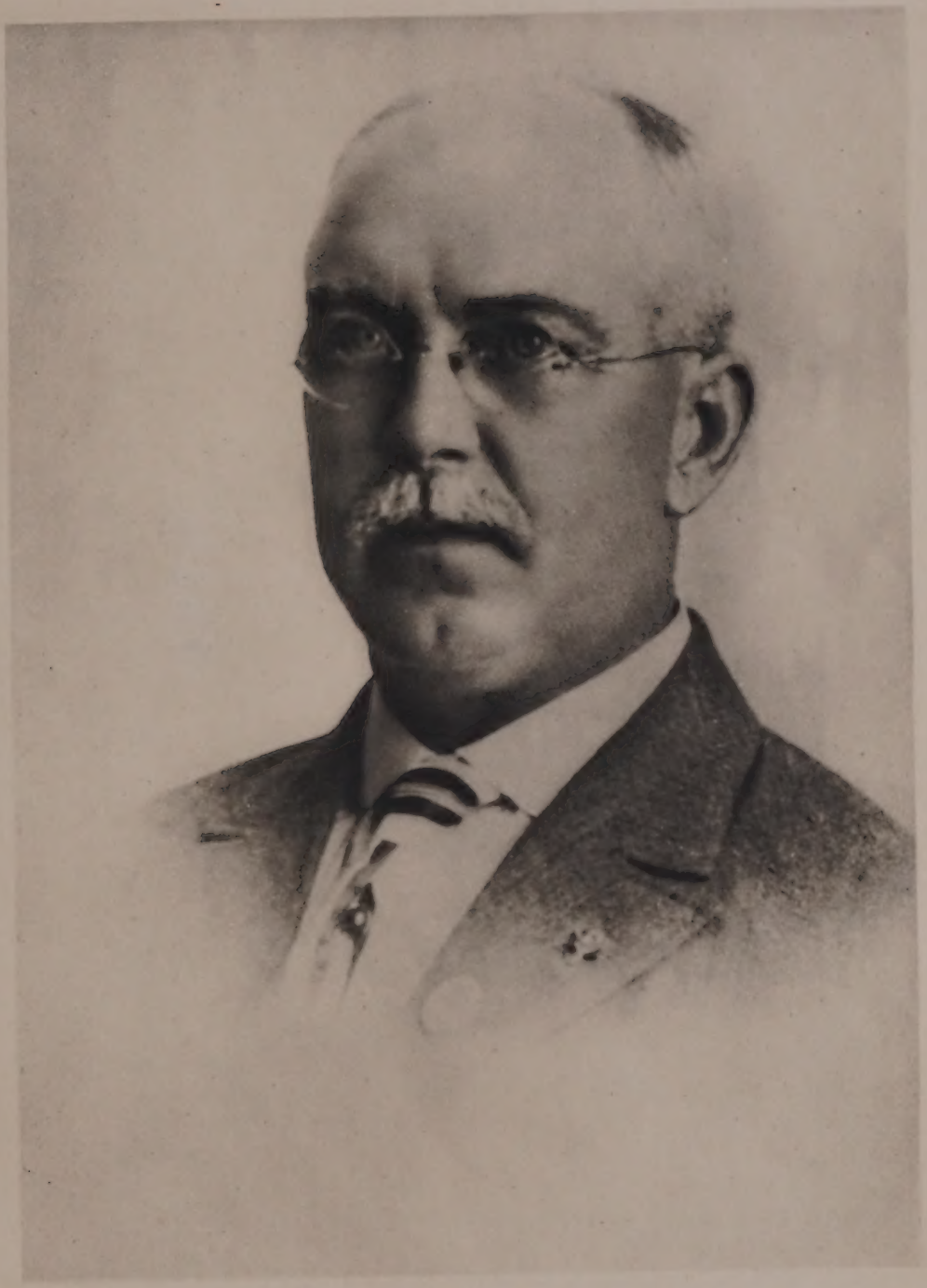
DAVID R. CRUM

DAVID R. CRUM was born in 1866 in Sumpter County, Florida, son of David L. and Elizabeth Crum. His parents were both originally from Georgia.

Mr. Crum attended the public schools near Dunedin, Florida and at Plant City where his father moved in 1881 and near where he had a large cattle farm.

In the early days he was connected with the railroads and for a short time was employed by the first Electric Line in Tampa. For many years he engaged in the mercantile business in Lakeland and Plant City. He has the distinction of being the second man to operate a meat market in Plant City. He has always been interested in farms, and at the present time he owns two.

Mr. Crum has been interested in civic affairs for many years and has given a great deal of time to advancing the interests of Hillsborough County. He served as County Commissioner from the 4th district from 1912 to 1916; and again



R. A. Conwell

from 1921 to 1927. While he was County Comissioner many miles of brick roads were built in the county; he was instrumental in having the bond issue for $1,220,000 passed during the last year he served as Commissioner and he found the buyer for these bonds. He was responsible for the Hopewell road being built from the Polk County line to Hopewell, and he also had all the nine-foot roads in his district widened except those which were built under the $3,000,000 bond issue.

Mr. Crum was married to Ella R. Strickland and has two children: Ralph and Evelyn.

W. P. CULBREATH

W. P. Culbreath was born in the Edgefield district, South Carolina, February 5, 1853, son of Captain H. C. and Matilda (Maynard) Culbreath. His father was a Confederate veteran of the Civil War, having served during the first part of the war with the Edgefield Infantry Company, Seventh South Carolina Volunteers, and in the last years of the war, he was in command of Company "K", Second South Carolina Heavy Artillery. The father had been in Florida prior to the Civil War, where he had engaged in Indian warfare as a member of the South Carolina Volunteer forces. He became so attached to the territory at that time that after the Civil War, in 1866, he returned, and settled in Hillsborough County, first on the Pinellas Peninsula on the western shore of Old Tampa Bay, afterwards acquiring two hundred and five acres of land on the eastern shore of Old Tampa Bay, about four miles west of Tampa, the property becoming known as "Edgefield Grove." It is the area now known as "Beach Park". After his father's death, W. P. Culbreath and his brothers continued the cultivation of this land until the disastrous freezes of 1894 and 1895.

The subject of this sketch worked on his father's farm continuously until 1879, when he was employed by the Dixon Pencil Company, in their cedar mills near Webster, Florida. In 1883, Mr. Culbreath came to Tampa, and immediately became connected with the J. D. Clarke Mercantile Company, remaining in this connection for a year, when he was appointed the first Public Quarantine Inspector of Tampa. The following year he entered the railway mail service, continuing in that work until he became Assistant Postmaster of Tampa, under Postmaster Duff Post; he remained in this position until 1896, when he resigned to engage in the insurance business.

Mr. Culbreath early became an active leader in the Democratic Party in Hillsborough County, and perhaps as a reward for his loyal service, he was elected Clerk of the Circuit Court in 1912, and was re-elected in 1916, to the same office, by the largest majority received by any candidate in the field at that time. He retired from public office in 1920, but always maintained a sincere interest in all matters pertaining to the public welfare, and the Democratic Party.

"Bob" Culbreath, as he was affectionately known, inherited his father's soldierly instincts, and was considered one of the best posted men in Tampa regarding the Confederate Army. His chief hobby was his library of Confederate military

history, and photographs of Confederate generals. He made a close study of the lives and tactics of the Southern leaders, and could recount much of the intimate side and personal affairs of the leaders of the Confederate army.

He was always a devout member of the First Baptist Church.

He was married at Macon, Georgia, to Mildred Ellis, on the 12th day of April, 1881. He died on July 25, 1926. The following children were born to this union: Colonel Harry C. Culbreath, Vice-President of the Tampa Inter-Ocean Steamship Company, and local Manager for the Lykes Brothers Steamship interests; and Charles E. Culbreath, who is engaged in the real estate business; Robert Lee Culbreath, who died at the age of thirteen years, July 2, 1900, and an infant son, who died in 1892.

Mr. Culbreath was one of the real pioneers of Florida. He had lived in the state continuously for sixty years, the greater part of which time was spent in Hillsborough County, and he had seen Tampa grow from a small settlement of two or three hundred people to the southern metropolis which it has now become.

FRANK E. CUMMINS

FRANK E. CUMMINS was born in Greene County, Pennsylvania, on the 30th day of December, 1875, son of John H. and Leak J. (Pratt) Cummins. On his father's side he is of English descent and on his mother's side of Scotch descent.

He attended public schools in Greene and Alleghany Counties. His parents moved to McKeesport, Alleghany County, in 1884. He entered the plumbing trade in McKeesport, Alleghany County, in 1893. In December, 1913, he came to Florida, settling first in St. Petersburg and subsequently at Mulberry and at Tampa and at all of these places he followed the plumbing trade. In August, 1914, he came to Plant City and soon thereafter purchased the Plant City Plumbing Company and in 1927 changed the name to the Plant City Plumbing & Heating Company. He has developed a large and prosperous plumbing trade throughout the eastern part of Hillsborough County. He is a member of the Florida State Association of Master Plumbers and Heating Dealers. Apart from his own business Mr. Cummins has taken a prominent part in outside interests. He is a member of the East Hillsborough County Chamber of Commerce; Past Director of the Plant City Kiwanis Club; a deacon in the Presbyterian Church; a member and Past Master of Olin S. Wright Lodge No. 79, F. & A. M.; a member of the Scottish and York Rite Bodies of Masonry. He is Past Thrice Illustrious Master of Tyler Council No. 4; Past Commander of Plant City Commandery No. 6; a charter member of Egypt Temple A. A. O. N. M. S.; President of the Plant City Shrine Club and is Past Chancellor of the Plant City Lodge No. 66, Knights of Pythias.

EDWARD CUNNINGHAM

EDWARD CUNNINGHAM was born at Boston, Massachusetts, son of Henry B. and Mary A. Cunningham. His father was a manufacturer, and organized the F. M. Stevens Shoe Machinery Company, which is one of the largest of its kind in New England.

Mr. Cunningham received his education in the schools of Boston, and at Roxbury High School, near Boston.

He commenced his business career in his father's factory, continuing there until 1894, when he made Tampa his permanent residence, although he had visited here as early as 1885.

Ever since 1894, Mr. Cunningham has been actively engaged in the Real Estate, Insurance and Loan business, and is therefore one of the oldest men, in length of service, in these lines in Tampa. His company, the Cunningham Investment Company, of which he is President, has occupied the same office for twenty-eight years, and during this period, a tremendous amount of real estate has been handled, besides millions of dollars' worth of mortgages. Mr. Cunningham represents people from all over the United States, and even Europe, in the placing of loans, many of which are made by persons who have never seen the property, but rely entirely upon Mr. Cunningham's judgment for the security.

Apart from his interest in his own company, Mr. Cunningham is President of the Electric Service Company of Tampa, and is Vice-President of the Guarantee Title Company.

Fraternally, he is a Mason and a Shriner.

G. DAVE CURTIS

G. Dave Curtis was born in Aiken, South Carolina, December 11, 1885, son of George W. and Carrie W. Curtis. His grandfather, James Curtis, fought in the Civil War and his ancestry on his mother's side goes back to Revolutionary Days.

He attended schools in Savannah, Georgia, and subsequently went to Clemson College in South Carolina where he received the degrees B. S., M. E., and C. E. He took a post graduate course at Cornell University from which institution he received the C. E. degree in 1909. He also studied at the University of Stuttgart, in Germany.

Soon after leaving college, he became connected with the War Department of the United States Government and was assigned to Florida and later acted as Assistant Chief Engineer for the Everglades Drainage District from 1913 to 1917. He resigned from the Drainage Department in 1917 and associated himself with the Morris Plan Company at Tampa, of which institution he has been Secretary, Treasurer and Manager since its organization.

He is President of the Florida Association of Morris Plan Companies and Governor of the Morris Plan Bankers Association, a National Organization.

He is a member of the Rotary Club, Palma Ceia Golf Club and the Tampa Yacht and Country Club. Fraternally he is a Mason and Shriner.

He was married on the 18th day of June, 1913, to Katheryn Booker and has one son, G. D. Curtis, Junior.

CHARLES M. DAVIS

CHARLES M. DAVIS was born at Salem, Ohio, October 5, 1868, son of Lyman and Elizabeth R. (Grove) Davis.

He received his education in Ohio and came to Hillsborough County with his parents in 1883 settling at Thonotosassa where his father operated a saw mill and wood working plant.

The subject of this sketch came to Tampa in 1891 and worked in a grocery store for some time and later in a hardware store. In 1897 he was made Assistant Postmaster of Tampa, which position he occupied until 1906 when he entered the shoe business which he followed for many years.

Mr. Davis is a Mason and Shriner and has been Recorder of the Egypt Temple, Tampa for the past ten years and now devotes practically his entire time to this important position.

He is Secretary and Treasurer of the Southeastern Fire Insurance Company of Tampa, the only Fire Insurance Company in the State, having been organized in 1926.

He is a member and past President of the Rotary Club, and his religious affiliations are with the Episcopal Church. He also belongs to the Tampa Yacht and Country Club and to the Palma Ceia Golf Club, also to the Knights of Pythias. He is a life member of the Mystic Crew Gasparilla, and a member of the Royal Order of Jesters, a Masonic organization.

He was married at Tampa to Helen M. Warner, to which union two children have been born: Griffin D. and Robert Charles.

D. P. DAVIS

D. P. DAVIS was born at Green Cove Springs, Florida, November 29th, 1885, son of George Riley and Gertrude Davis. His father was for years an engineman on Florida river boats and at various times young Davis helped his father on these boats.

After receiving his education in the schools at Green Cove Springs and the Co-Educational College at Tallahassee, he came to Tampa where he worked for Knight and Wall for about two years, when he went to South America, remaining there for two years.

On his return from South America he spent some time in Texas and in Georgia, and finally came to Jacksonville where he obtained employment with a real estate firm selling lots. He made a success at this business from the start and was awarded a prize by his firm for the record he made.

About 1920, he went to Miami where he put on one of the first successful subdivisions in the town. He developed other subdivisions and each of them was a greater success than its predecessor. In a comparatively short time he had become one of the largest real estate operators in Miami. In 1924, he came back to Tampa and conceived the idea of establishing "Davis Islands." He imparted his

plans to a few friends and a firm of lawyers and then one morning the people of Tampa read that he contemplated the development of the islands in the bay. To do this, he had to secure the smaller island from the city and buy the large one from a strong organization. There was a tremendous amount of red tape to go through before the project could be consummated. With the help of his indomitable energy, Mr. Davis put the proposition through almost single-handed.

In a period so brief that it seems incredible, Mr. Davis had developed the islands and formed an organization for the sale of lots and when the first unit of property was put on sale, all known records in the United States for lot sales were broken. Over one and a half million dollars of real estate was sold in three hours. The next sale made a similar record. Before the improvement of the islands had actually begun people had invested about three million dollars in the project, a wonderful tribute to the confidence which they had in Mr. Davis.

Davis Islands has become a household expression throughout Florida, and the first thing a visitor to Tampa wishes to see is Davis Islands. It is no exaggeration to say that this development is the most beautiful, and has been the most successful in every way of any in the State of Florida.

Mr. Davis was prominently identified with leading enterprises and civic movements in the City. He was instrumental in bringing to the City, during the winter season of 1924 and 1925, the outstanding stars in golf, swimming, motor boating and tennis and gave to the City its first important sports program. He was an active member of the Board of Trade and a large contributor to its advertising fund.

He was married on November 11th, 1915, at Jacksonville to Marjory H. Merritt, who died in 1922.

He was married again on October 10th, 1925, to Elizabeth Nelson. He had two children by his first marriage: George R. and D. P. Davis, Junior.

Mr. Davis died at sea October 13th, 1926.

JAMES ROBERT DEKLE

J. R. Dekle was born in Thomas County, Georgia, January 1, 1874, son of Robert and Dona (Gray) Dekle. His grandfather, John W. Dekle, was the first white child born in Thomas County, Georgia.

Mr. Dekle received his education in the public schools of Thomasville, Georgia, and in the South Georgia College.

Soon after completing his education he entered the lumber business at Thomasville, continuing in this until 1903, when he moved to Tampa and in association with Lee Dekle entered the lumber, building and investment business, being interested in the Jetton-Dekle Lumber Company and Ingram-Dekle Lumber Company. In 1908 he organized Dekle Investment Company, a corporation. This company is one of the oldest established general real estate and investment concerns in Tampa and has always done a very large business in real estate, loans and buildings. Mr. Dekle is also extensively interested in citrus fruit growing.

In civic affairs Mr. Dekle was a member of City Council of Tampa in 1904 and 1905; and from 1920 to 1925 a member of the Civil Service Board of Tampa.

His religious affiliations are with the Methodist Church. Fraternally he is a Mason, Shriner, Elk and a member of the Knights Templars.

He was married in Thomasville, Georgia, on the 25th day of April, 1906, to Matsey Hopkins. One child was born to this union: Frances Seward (Mrs. Charles C. Pittman, Jr.)

EDWIN H. DENNISON, JUNIOR

EDWIN H. DENNISON was born at Claysville, Pennsylvania, March 5, 1881, son of Edwin H. and Salina (Reed) Dennison. His great grandfather, James Dennison was a General in the Revolutionary War, and his father was a pioneer farmer in Claysville County, Pensylvania.

Mr. Dennison received his education in the public schools of Claysville and soon after completing his schooling he moved to Pittsburg where he engaged in the produce business as manager of the M. O. Coggins Company, a very large concern.

He made his first visit to Florida in 1909 and came to Plant City to reside permanently in 1922. Since becoming a resident of Hillsborough County, he has engaged very extensively in the produce business, being a large broker and shipper of fruits and vegetables.

He has also engaged in farming on his own account in Florida. At one time he had under lease about two thousand acres of land near Moorehaven where he grew tomatoes and other vegetables on a large scale. He shipped the first carload of vegetables ever shipped out of Moorehaven.

Since becoming a resident of Plant City, Mr. Dennison has taken a very important part in the affairs of the community. During 1926 he was Vice-President of the East Hillsborough County Chamber of Commerce and is now President of this important organization. He was chairman of the Commission Government Club which succeeded in having the Commisison Form of Government adopted for Plant City. He is Director in the Kiwanis Club. His religious affiliations are with the Presbyterian Church of which he is at the present time a deacon. Fraternally he is an Elk.

He was married at Lakeland, Florida, to Marion Edith Nelson of Charleston, South Carolina and has one daughter, Virginia Nelson.

W. A. DICKENSON

W. A. DICKENSON was born at Steam Mill, Georgia, the son of John Parker and Nancy Harriett Dickenson. His father was a Probate Judge, and one of the early members of the Georgia Legislature. Mr. Dickenson was raised on his father's plantation in Georgia, and received only a limited education as there were few schools in Georgia during his boyhood. He was cashier of the Bank of

Bainbridge, Georgia, for some time and in 1877 he came to Marion County, Florida, and had an orange grove at Orange Lake, which was destroyed by the freeze of 1895, when he lost everything he had.

He came to Tampa in 1901, having taught in the country schools the three years prior to this. In 1907 he entered the office of the Clerk of the Circuit Court, and for eighteen years was Deputy Clerk in the Law Department of this office. He was elected Clerk of the Circuit Court in 1924, and has been an employee in the Hillsborough Court House since 1907. As a tribute to his efficient and faithful service, the lawyers of Tampa presented him with a gold watch on his birthday in 1918, and this he retains as one of his most prized possessions.

Besides his duties in connection with the Clerk of the Circuit Court's Office, he is also Auditor and Clerk for the County Commissioners.

He is a member of the Methodist Church, and fraternally a member of the Knights of Pythias.

He was married in Columbus, Georgia, on the 19th day of April, 1876, to Julia McElvey and has two sons: W. B. and E. R. Dickenson, both well-known lawyers of Tampa, and two daughters: Elsie (Mrs. James M. Graham), and Julia.

E. R. DICKENSON

E. R. Dickenson was born at Gainesville, Florida, October 9, 1879, son of William A. and Martha Julia Dickenson. He attended the Old Southern College in Florida, and later attended the Florida Agricultural College, and still later matriculated at the University of the South, from which institution he received a degree of LL. B. in 1903.

Before taking up the study of law, he taught mathematics at the Hillsborough High School for one year, and after receiving his law degree, he was a teacher in mathematics, and various branches of law at Rollins College in Winter Park.

He also taught commercial law during the college year 1904 to 1905 at the University of Florida.

In 1905 he moved to Tampa, where he commenced the practice of law with J. J. Lunsford, subsequently becoming a partner with his brother, W. B. Dickenson. During the past four years he has been in partnership with Mr. Julian Diaz, under the firm name of Dickenson and Diaz, which is one of the well-known law firms of the City.

Apart from the practice of his profession, Mr. Dickenson is interested in the Tampa Business College, of which he is at the present time Vice-President. He lectured there on Commercial Law for about ten years.

He is a member of the Episcopal Church, the Tampa Athletic Club, the American State and County Bar Associations, and of the Knights of Pythias. He has been Chancellor Commander of the local Knights of Pythias Lodge, and from 1924 to 1925 was Grand Chancellor for the State of Florida of this important fraternal organization.

He was married at Huntsville, Alabama, to Vere Coleman, granddaughter of an Ex-Chief Justice of the State of Alabama.

W. B. DICKENSON

W. B. DICKENSON, son of William A. and Julia (McElvey) Dickenson, was born at Bainbridge, Georgia, on the 8th day of March, 1877.

He attended school in Georgia and in Florida, and studied law in the Law Department of Southern Normal University at Huntington, Tenn.

When he was only six months old his father moved to Gainesville, Florida, and later to Marion County where he remained until he was nineteen years old. He attended Florida Conference College at Leesburg, Florida, and University of Florida at Lake City.

He started the practice of law at Birmingham, Alabama, in 1900, but came to Tampa in 1901, where he continued the practice of his profession, first in partnership with H. B. Bailey, then for a period alone, and later in partnership with E. F. Zetrouer. From 1909 to 1921 he practiced in partnership with his brother, E. R. Dickenson, and since 1921 his partners have been Thomas Palmer and Messrs. E. T. Shirley and Paul Lake, the firm name being Palmer, Dickenson, Shirley & Lake.

Mr. Dickenson has a large and varied practice, and is known as one of the substantial lawyers of Tampa.

He has always taken an interest in public matters, and from 1905 to 1909 he was County Superintendent of Schools.

He is a member of the State and County Bar Associations; also a Mason and a Shriner, and a member of the Knights of Pythias. He has been a member of the Board of Stewards of the Hyde Park Methodist Church for about fifteen years.

He was married at Memphis, Tennessee, to Martha Louis Harrison on October 22nd, 1902, and has two children: Mary Louise (Mrs. Paul Lake), and W. B., Junior.

W. E. DORCHESTER

W. E. DORCHESTER was born at Romulus, New York, February, 1861, son of Elisaph and Sarah (Bogart) Dorchester. His father was a doctor and lived for several years at Thonotosassa, Hillsborough County.

W. E. Dorchester was educated to be a dentist and attended the University of Maryland, from which institution he received a degree of D. D. S. in 1882. He only practiced his profession one year at Bartow, Florida.

He came to Tampa in June, 1893, and immediately entered the rentals business, which he has followed continuously since his arrival here. He is the oldest exclusive rental agent in the City, and has a very large and lucrative business. He has complete charge of a number of important buildings of Tampa, including the Citizens Bank Building, the Tampa Theatre Building, and the National City Bank Building and others.

Dr. Dorchester is a member and was one of the organizers of the Tampa Yacht and Country Club. He is also a member of the Palma Ceia Golf Club, the Rotary Club, Board of Trade and Episcopal Church.

Fraternally he is a Mason, Shriner, member of the Odd Fellows and Knights of Pythias, of which latter he was formerly Chancellor Commander of the local lodge.

He is a Director in the Citizens Bank and Trust Company, also a Director in the Consolidated Amusement Company.

He was married at Tampa on the 11th day of June, 1907, to Lila Carnes, and has three children: Clara, Laura and Phyllis.

When Dr. Dorchester first saw Tampa in 1886 there were less than 1,000 people in the place. His entrance into Florida was by boat from Jacksonville to Sanford via the St. Johns River, and from Sanford to Tampa by the newly constructed narrow-gauge railroad. When he first came to Tampa the only way of crossing the Hillsborough River was by a hand ferry, and where Ybor City now is located the land was covered with grass and palms. He has seen Tampa grow from a mere village to the present important city it has become.

J. EDWARD DOYLE

J. Edward Doyle was born June 1, 1877, in Wayne County, Indiana, son of Edward M. and Sarah Doyle.

He received his education in the schools of Indiana where he subsequently attended the Catholic College in Logansport, Indiana.

Before coming to Florida he engaged in the life insurance business in Indianapolis, Indiana. He took up his residence in Jacksonville in 1908 and for eight years was traveling auditor for the Peninsular Casualty Company. In 1922 he moved to Tampa and became district manager of the Peninsular Casualty Company for Southwest Florida.

Mr. Doyle was the founder of the Tampa Insurance Managers' Association and has been President of the organization from the beginning. The principal purpose of the organization is to create a cordial spirit among competing insurance agents.

He is a member of the Tampa Board of Trade, Tampa Underwriters' Association, and of the Episcopal Church and his fraternal affiliations are with the Masons.

He was married at Starke, Florida, on the 16th day of November, 1916, to Mrs. J. C. Barrow and has one son, C. Morris Doyle.

ERNEST B. DRUMRIGHT

Ernest B. Drumright was born at Marlin, Texas, February 9, 1872, son of William J. and Anna (Sandford) Drumright. His earliest American ancestors came from England at the close of the American Revolution, and his paternal grandfather was a North Carolinan; his maternal grandmother was one of the famous Georgia Bradfords.

The subject of this sketch received his education principally in Florida to which state he was brought by his parents when a boy. He attended the Hillsborough High School and the Florida Agricultural College at Lake City, now consolidated with the University of Florida. He studied law at the University of Virginia, from which institution he received the degree of B. L.

He began the practice of his profession in 1903 and has become known as one of the outstanding lawyers of Tampa. He has the distinction of having occupied an office in the same building for the past twenty-five years.

Mr. Drumright has taken considerable interest in political affairs, having served as Police Judge of Tampa from 1910 to 1912 and is now Democratic Executive Committeeman for Hillsborough County. He was closely identified with the organization of the White Municipal Party of Tampa.

During the World War he was attorney for the local Exemption Board and was a director of Red Cross activities.

He has been chairman of the Board of Deacons of the First Presbyterian Church the past twelve years and belongs to the Tampa Board of Trade. He is a member of the Knights of Pythias and is a Mason.

He was married at Tampa on December 5, 1905, to Annie L. Dean and has one child, Ernestine.

CLAUDE WALTER DUKE

Claude Walter Duke was born on July 17, 1865, in Nansemond County, Virginia, son of Abram and Sallie (Daughtey) Duke. His maternal grandfather, Jacob Daughtey, was a Baptist minister, and the father of fourteen children. Five of his sons fought in the Civil War.

Claude W. Duke received his education in the schools of Virginia, and at Richmond College of the University of Virginia, where he was awarded the degree of M.A. in 1893. He graduated from the Southern Baptist Theological Seminary of Louisville, Kentucky, with the degree of Th. M. in 1896. While a student at Richmond College, he won three medals for excellence in oratory. He also won a state orator's medal at the University of Virginia.

He served as pastor of Baptist Churches in Norfolk, Virginia; Baltimore, Maryland, and in Elizabeth City, North Carolina, until 1905. On November 1st of that year, he became pastor of the First Baptist Church of Tampa, and has continued in this position until the present time. The membership of this church has grown from three hundred and forty-six in 1905 to over twenty-three hundred in 1927. When Dr. Duke came to Tampa, there were five churches in the city and suburbs, with a total membership of about eight hundred. There are now nineteen churches with over eight thousand members. A very large part of this growth is a result of the splendid leadership of Dr. Duke.

He is one of the leaders among Southern Baptists, and preached their Convention sermon in New Orleans, in 1915. He is a member of the State, Home,

Associations and City Mission Boards, and a Trustee of the Baptist Theological Seminary of Louisville, Kentucky, and of Stetson University, at DeLand, Florida.

He has been honored by receiving the degree of D. D. from Columbia College, from Stetson University, and from Richmond University.

Fraternally, Dr. Duke is a Mason and a Shriner.

He was married to Mary Estelle Butt at Norfolk, Virginia, on June 28, 1899. He has four children: Anna Louise, Claude W., Jr.; Agnes Virginia, and Estelle Bruce Duke.

W. H. DYER

W. H. Dyer was born in Stanton, Alabama, January 4, 1889, son of L. Oscar and Lenia Dyer.

He attended school in Alabama and became a student at the Atlanta College of Physicians and Surgeons from which institution he received the degree of M. D. in 1911.

He commenced the practice of medicine at Nickels, Georgia, continuing there until 1920, when he moved to Tampa.

He opened an office in Ybor City where he has continued his practice until the present time. While he carries on a general practice of medicine, he devoted special attention to X-Ray work and has one of the best equipped offices in the state for this kind of work.

Prior to coming to Tampa, Dr. Dyer served for two years as interne in the Florida Hospital for the Insane, and he served for the same length of time in the New York Polyclinic Hospital.

During the World War he was chief surgeon for the United States Nitrate Plant at Muscle Shoals. He belongs to the American, Southern, State and County Medical Associations.

He was married at River Junction, Florida, to Cina A. White, and has one son, Walter H. Dyer, Junior.

JAMES F. EARLEY

James F. Earley was born at Cincinnati, Ohio, May 29, 1887, son of James and Bertha (Kistner) Earley. His father's ancestors were from Ireland and his mother's ancestors from Germany. Mr. Earley's parents were native born.

Mr. Earley received his education in the primary, high school and business college in Cincinnati, Ohio.

He became connected with the Standard Oil Company at Covington, Kentucky in 1907 as stenographer to the General Manager. Three years later he was sent on the road as specialty salesman for the company traveling all over the Southern States. In 1912 he was transferred to Jacksonville, Florida as Assistant District Manager and upon the completion of the Standard Oil Company's magnificent

new office building on the corner of Florida and Oak Avenues, he was transferred to Tampa as District Manager. In 1927 the business of the Standard Oil Company was divided into two districts, the Northern district being covered from the Jacksonville office and the Southern half of the State being covered from the Tampa office.

Mr. Earley is a member of the Tampa Rotary Club and of the Palma Ceia Golf Club, and is a Mason. He is also a member of Forest Hills Country Club.

He was married on the 9th day of February, 1918, at Jacksonville, Florida, to May Moble.

MAURICE C. ECKLAND

MAURICE C. ECKLAND was born at Holmestrand, Norway, October 31, 1866. Mr. Eckland received his education in Norway. He followed the sea for several years, but settled in Boston. Here he learned the "Paint" trade, which he later followed in Texas. He came to Tampa in 1891, and soon after started contracting as, "M. C. Eckland, Painting and Decorating." He now has the distinction of being the oldest Paint Contractor in Tampa, in length of service.

He was married at Tampa, September 28, 1891, to Ada Louise Crosier, and the following children have been born to this union: Annie (Mrs. R. W. Sanford); Arthur M., Florence (Mrs. A. B. Pimm), Rose, and Margaret.

CLIFFORD A. EDWARDS

CLIFFORD A. EDWARDS was born in Jones County, Georgia, June 30, 1886, son of James Manroe and Anne (Malone) Edwards. His father fought in the Civil War, having been a member of the Second Georgia Regiment.

Mr. Edwards received his early education in the public schools of Macon, Georgia, and subsequently attended Lafayette Preparatory College in Alabama.

He began his business career as a bookkeeper in New Orleans, subsequently taking up the profession of accountancy.

He came to Tampa, Florida, in August, 1911, and for the first ten years thereafter was engaged in bookkeeping and accountancy in various connections. In 1922, in association with Mr. Tucker Savage, he formed the Edwards-Savage Company. This has become one of the leading firms of accountants in Tampa. They are known as auditors, accounts and tax adjusters and do a very large business throughout the Southwestern part of Florida, numbering among their clients many of the leading banks and financial institutions in this territory. There are eleven men on the staff of the firm.

Apart from the duties of his own business, Mr. Edwards has found time to take an active interest in civic affairs of Tampa, and is a member of the Seminole Heights Methodist Church, of the Rotary Club, of the Board of Trade, and Florida Institute of Accountants. Fraternally he is a Mason and a Shriner and is

a member of the Knights of Pythias. He is ex-president of the Seminole Heights Civic Club.

He was married at Tampa, January 10, 1910, to Rosa Viola Bedingfield, and has five children: C. A. Junior, James, Martha, Caroline and Alex.

M. LEO ELLIOTT

Mr. Elliott was born April 4, 1886, Ulster County, New York, son of Malachi and Margaret (Tracey) Elliott.

Upon the completion of his public school education he attended Cooper Institute, and later continued the study of architecture at Don Barber Athlier, New York City.

Mr. Elliott located in Tampa in 1908 and started the practice of architecture under the firm name of Bonfoey & Elliott, the firm designing and supervising the erection of the Centro Asturiano Club, the City Hall and many other important structures.

This partnership was dissolved at the outbreak of the World War, at which time Mr. Elliott devoted his entire time to the construction of reinforced concrete ships for the government.

Again in 1920 he resumed the practice of architecture under the firm name of M. Leo Elliott, Inc., with offices in Tampa and St. Petersburg, during which time he has built up one of the largest architectural practices in the South, specializing in the designing of Educational and Commercial Buildings.

Mr. Elliott has to his credit many of the finest bank buildings, office buildings, school buildings, hotel and apartment buildings in Florida, his work being readily recognized by the masterful manner in which the design of each building is carried out.

Few, if any, architects have attained the height in the architectual profession, in so short a time, as has Mr. Elliott, and in addition to the practice of his profession, he deals extensively in real estate and has large holdings in business property in the City of Tampa.

He is a member of the Rotary Club, Tampa Board of Trade, and the Palma Ceia Golf Club, and is a Mason and Shriner.

Mr. Elliott was married in Tampa on the 26th day of October, 1910, to Miss Beth Thompson, and they have two children: Sheila, and M. Leo, Junior.

JOHN CLARKE EVANS

John Clarke Evans was born in Orlando, Florida, September 9, 1893, son of John C. and Agnes (Clarke) Evans. His father was born in Rugby, England, and his mother in Louisville, Ky.

He received his education in the public schools of Gainesville, Florida, and at the University of Florida.

Mr. Evans came to Tampa in 1919 and organized the office Equipment Company of which he is the president and principal owner. This has grown to be one of the largest businesses of its kind in South Florida. This company has five complete stores in Tampa, Orlando, Lakeland, Sarasota, and Bradenton, and a very complete stock of office supplies is always on hand.

During the World War he was a sergeant in the Tank Corps.

He is President of the Florida Stationers' Association and belongs to the Rotary Club, the Forest Hills Country Club, the Tampa Yacht and Country Club, Tampa Board of Trade, the Masons and the Pi Kappa Alpha College Fraternity, American Legion, Tampa City Club.

He was married at Tampa on November 9, 1921, to Minnie May Wall, to which union two children have been born: Jack Wall, and Ann.

C. FERLITA

C. FERLITA was born in Santo Stepano Quisquina, Italy, October 15, 1870, and came to the United States in 1891, settling first at St. Cloud, Florida, where he remained for two years.

He came to Ybor City in 1893 and immediately engaged in the dairy business, which he continued with great success for twenty-three years.

He subsequently organized the Cosmopolitan Ice Company, to the management of which business he has devoted practically all of his time during the past ten years. This is one of the largest ice companies in Hillsborough County and a very extensive business is carried on throughout the Tampa district. The output of the plant is ninety tons of ice per day.

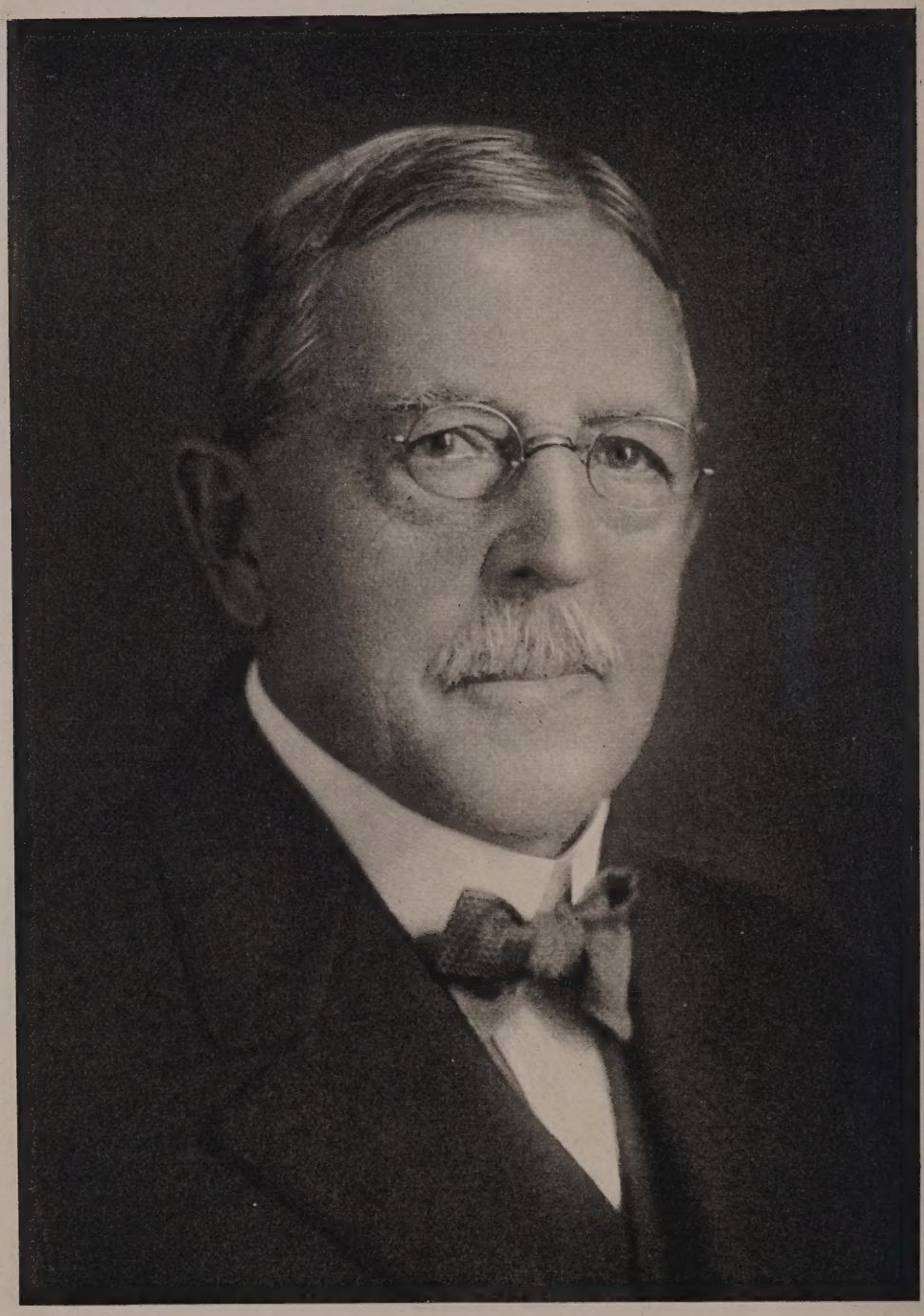
Mr. Ferlita is a member of the Spanish Clubs of Tampa and of the Italian Club. He was married on September 1, 1896, to Josephine Massaso, and has the following children: Mary, Rosa, Lena, Angelina, Josephina, Sam, Angelo, and America.

ANTHONY A. FERNANDEZ

ANTHONY FERNANDEZ was born at Tampa, February 29, 1892, son of Anthony and Adela Fernandez. His early ancestors were originally from Spain, but his father was a native of Cuba, coming to the United States in 1868, and living first in Key West and New York City, and ultimately moving to Tampa where he was a pioneer merchant and one of the first to engage in the cigar business here.

Mr. Anthony A. Fernandez attended the grammar and high schools of Tampa, and the Sacred Heart College, and the Tampa Business College. He studied law at the Blackstone Institute and at Cumberland University, where he received the degree of LL. B. in 1924. During his school work at Sacred Heart College, he received a special medal for merit in mathematics.

His first business experience was with the accountancy firm of Kingan & Company, as cashier and credit man. He was later with the Tampa Branch of



J. B. Fessenden

Armour & Company for about two years in the same capacity. He next was cashier for the Latin American Bank in Ybor City for about a year and a half, and was connected with Mr. J. A. Hansbrough, the accountant, for about the same period of time.

During the time he was studying law at Cumberland University, he did accounting, and in this way, made his college expenses.

He passed the Florida Bar examination in 1924, and in the same year commenced the practice of the legal profession which he has followed with great success ever since.

He has various interests not strictly connected with his profession. He is a member of the Advisory Board of the Salvation Army, and was recently honored by being elected President of the Ybor City Civic Club. He has taken a prominent part in various "drives" in Tampa, including War Loan Drives and Community Chest campaigns.

During the World War, he was a member of the Anti-Air Craft Artillery, having volunteered for active service, after being exempted twice on account of physical disability.

He belongs to the El Centro Espanol, El Centro Asturiano, Circulo Cubano, and to the State and County Bar Associations.

His religious affiliations are with the Baptist Church, and fraternally, he belongs to the Masons, the Shriners and Phi Pi College fraternity.

He was married at Dade City on June 2, 1921, to Alberta Porter, and has one daughter, Jewel Adela Fernandez.

JOHN HENRY FESSENDEN

John Henry Fessenden was born in Concord, New Hampshire, son of Hosea and Nancy (Chaffin) Fessenden. He was of English descent on his paternal side, and his father was engaged in the leather business in New Hampshire for many years.

Mr. Fessenden attended schools in his home town, and when still a young man, moved to Cincinnati, where he engaged in the mercantile business. While there, he enlisted in an Ohio volunteer regiment during the Civil War, and became a Lieutenant. He received an honorable discharge from the army on account of wounds, following which he went West and engaged in mining operations.

In 1884 he came to Florida, settling first near Eustis, where he was interested in citrus growing. In 1887 he moved to Tampa, and at once entered the real estate business. He first organized the Tampa Real Estate & Loan Association, of which he was Secretary and Manager until 1899, when he went into business for himself under the name of Fessenden's Real Estate Agency, which business is still carried on by his sons under the same name.

Mr. Fessenden was one of the pioneer subdividers of Tampa, and among his early developments were Hyde Park, "Bonniehurst", "Bonniehaven" and "Bonnieventure", which at the time of their sale were considered subdivision properties,

but Mr. Fessenden's foresight is shown by the fact that they are now in the center of the city's residential district.

Mr. Fessenden was always active in movements for Tampa's advancement, and devoted much time to the work of the Board of Trade, of which organization he was President for three terms. He never held a public office, though often solicited to do so, but his advice and assistance were frequently sought and freely given when questions for the welfare and progress of the city arose. At the time when most men are retired and inactive, Mr. Fessenden continued in the active operation of his business, and was at his office or on the streets practically every day until his last illness. His benefits and charities were numerous, but they were always carried on without any ostentation or publicity. He was especially fond of children, and contributed large sums to the wants of the little needy ones, seldom if ever permitting the participant to know from whence the help came.

Outside of his business one of his greatest interests was in horticulture, "Bonnieventure," his home, being a veritable horticultural experimental farm where he grew many different kinds of plants and flowers.

He was a charter member of various Clubs, including the Tampa Yacht and Country Club, the Rocky Point Golf Club, and the Palma Ceia Golf Club.

He was married at Kansas City, Missouri, to Catherine de la Vergne, to which union the following children were born: John H., Jr., and Price de la Vergne Fessenden.

Mr. Fessenden died at Tampa on March 28, 1922. One of the local papers had the following to say, in the course of an editorial upon his death, which is interesting as showing the esteem in which he was held by the people:

"The passing of J. H. Fessenden brings sorrow to many hearts in Tampa, particularly among the old residents. Mr. Fessenden had been a citizen of Tampa since its village days, and he has been a vital force in the development of the city. He has always expressed the greatest faith in the future of Tampa, and demonstrated his confidence by the magnitude of his investments, and the influence which he exerted to induce his friends to adopt his policy. He enjoyed the fullest confidence and the highest esteem of every person who knew him, and those who had the privilege of intimate acquaintanceship, treasured the privilege. Always genial, always sympathetic, he has brought cheer and courage to many young men who sought his counsel."

THOMAS LEE FERRIS

Thomas Lee Ferris was born at Tampa, September 12, 1875, son of Josiah and Maggie (Knight) Ferris. His paternal ancestors were from France, and were early settlers in New Jersey. His maternal ancestors were early settlers in Alabama. His grandfather, William G. Ferris was one of the earliest comers to what is now Tampa. He operated a general merchandise store in the garrison for the soldiers back in 1842. In 1848, he moved his store to what was the corner of Washington and Monroe Streets, doing business there for over fifty years in the

same location—Monroe Street is now Florida Avenue. Both his grandfather and his father fought in the Indian Wars of Florida in the early days. When his father came to Tampa in 1842 the population was less than two hundred. He was one of the early city clerks of the place, serving in this position for eight years. His uncle, H. C. Ferris, was one of the early mayors of Tampa.

The subject of this sketch began the grocery business in Tampa at the age of eighteen, which he has continued until the present time, and he is now one of the oldest, if not the oldest, grocerymen in business in Tampa.

He is interested in various affairs of the city, and is a member of the Episcopal Church.

He was married July 14, 1897, at Tampa, to Tillie Saueressig, to which union the following children were born: Maggie Marie, Benhardt Lee, Esther and Thomas Lee Ferris, Jr.

WILLIAM M. FIELDER

William M. Fielder was born at Witsburg, Arkansas, Septemebr 27, 1868, son of M. S. and Sarah J. (May) Fielder.

He received his education in the schools of Mississippi, and at the University of Mississippi.

He came to Florida in 1883, settling first in Manatee County, where his father owned an orange grove which was destroyed by the freeze in 1895.

At the age of nineteen Mr. Fielder entered the service of the Plant Steamship Lines remaining there for fourteen years. He afterward entered the ship chandlery business at Port Tampa, and in association with Mr. T. J. Mitchell, the firm of Fielder & Mitchell was organized. This is the only exclusive ship chandlery house in Southwest Florida, and although originally established at Port Tampa, the main office is now located in Tampa, where a very fine building was erected a few years ago.

Mr. Fielder is charter member of the Lions Club of Tampa, and he also holds membership in the Tampa Yacht and Country Club, the Palma Ceia Club, and the Tampa Board of Trade. His fraternal affiliations are with the Masons and the Shriners.

He was married October 8, 1896, to Louise B. Eilderback, of Fort Wayne, Indiana.

CARL H. FISHER

Carl H. Fisher was born at Toledo, Ohio, May 1, 1880, son of William H. and Lois Fisher.

He received his education in the schools of Columbus and Gambier, Ohio, and spent one year at Kenyon College.

After completing his education he spent nine years as traveling agent for the Hocking Valley Railroad, and he later represented the Jeffrey Manufacturing Company of Columbus for about twelve years at Pittsburgh, Pennsylvania.

He came to Tampa in 1921 and soon thereafter organized the Fisher Electric Company which business he operated until he sold out and became Secretary of the Manufacturers' Association of Tampa. He next became Secretary of the Board of Trade, and while filling this position he organized the Tampa Builders' Exchange, which was the first Builders' Exchange organized in Florida. He is now its Secretary. This has become a very important organization and has a membership of over one hundred and sixty.

Since the Tampa Builders' Exchange was organized, similar organizations have been organized in Orlando, St. Petersburg, Fort Myers, Sarasota, Jacksonville, Daytona Beach and other parts of Florida.

Mr. Fisher is a Mason and is Secretary of the Exchange Club of Tampa.

He was married at Tampa to Essieleha Worrell and has two sons: William H., a chemist for the State Road Department for Gainesville and John Logan Fisher.

DANIEL S. FISHER

DANIEL S. FISHER was born in Leon County, Florida, January 12, 1860, son of Inman H. Fisher. His father was one of the first white children born in Tallahassee, and engaged there in farming most of his life.

Daniel S. Fisher lived in Leon County until he was 22 years old, when he moved to a section of Orange County, now included in the new County of Lake. There he took up a homestead and engaged in farming. For a time he resided at DeLand where he planted many of the oak trees which now grace that beautiful little town.

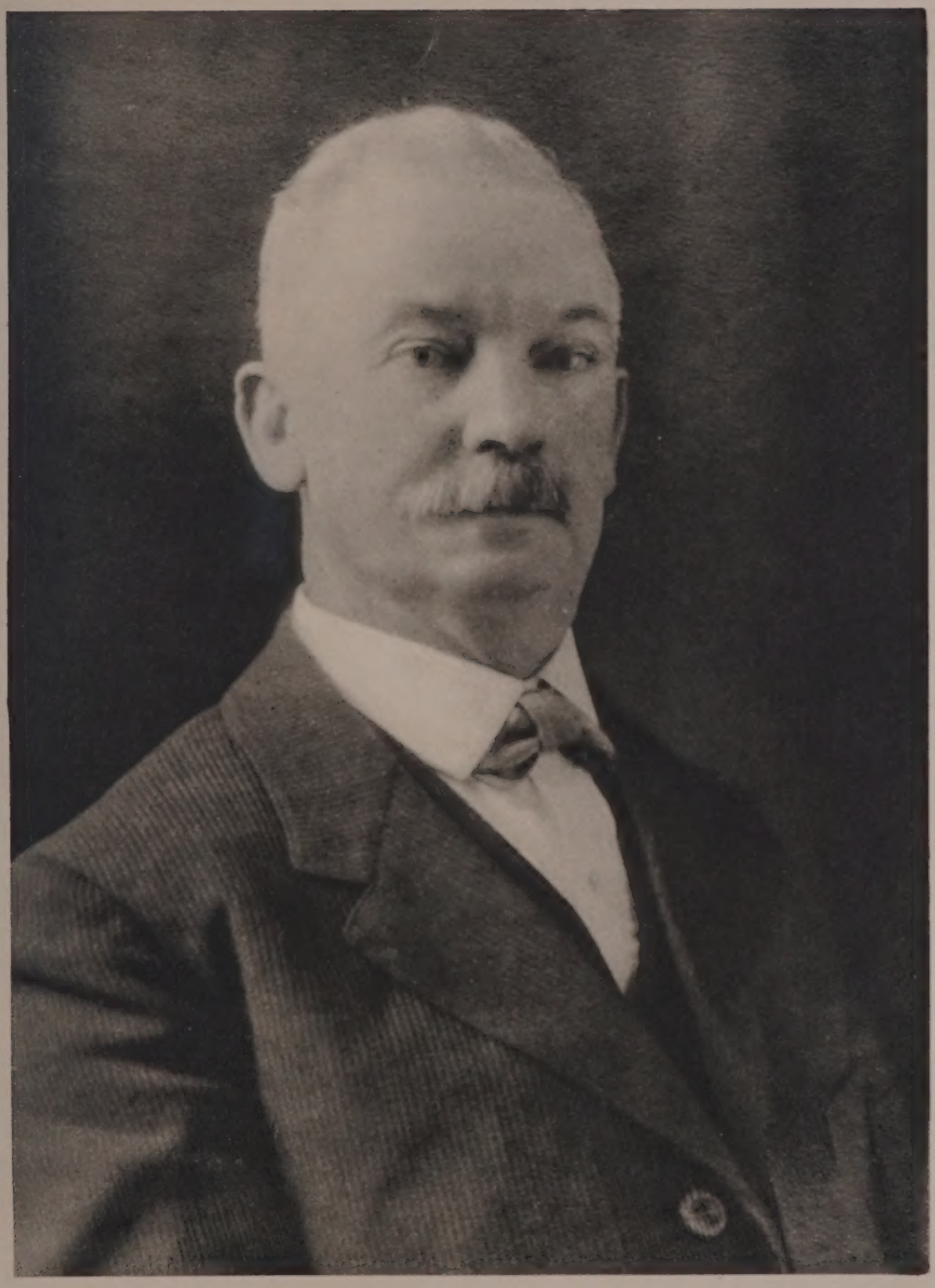
He came to Hillsborough County in 1890 and went to work for the Clarkson Brothers Dairy in Ybor City. He had always been interested in cattle even when a boy. In 1892 he and his brother A. A. Fisher entered the Dairy business for themselves on the northern outskirts of Tampa, where they originally owned about 80 acres of land. This dairy was operated until the property upon which it was located became so valuable that it was cut up into lots and sold. For many years the dairy was known as the Fisher Brothers Dairy, but Mr. Daniel S. Fisher ultimately purchased his brother's interest and it became known as the Leon Dairy.

He was instrumental in the organization of the Tampa Dairy Company which was primarily a milk depot. He subsequently sold out his interest in this concern to J. W. Barritt who turned it into the Poinsettia Ice Cream Company. Mr. Fisher was always greatly interested in education and had been a member of the local school board for several years and was instrumental in establishing the Buffalo Avenue School.

He had been a member of the Knights of Pythias, the Board of Trade and the Rotary Club. His religious affiliations were with the Presbyterian Church.

He was married at Tampa to Minne E. Wells, and had the following children: Pansy (deceased); Marguerite, Hilda Elizabeth, Alva (Mrs. R. H. Wheeler, of Baltimore).

Mr. Fisher died at Tampa in 1927.



D. A. Fisher

T. D. Fisher

THOMAS D. FISHER

THOMAS D. FISHER has the distinction of being a native son of Tampa, having been born there on the 27th day of June, 1874. His father was David Rollins and his mother Martha (Skipper) Fisher. His grandfather came to Tampa in 1860 and worked as a salt-maker for the Confederate Army, extracting salt from the water in Tampa Bay. His father and mother came to Tampa in the early seventies and his father engaged in the cattle business for a number of years.

Mr. T. D. Fisher's first work was with his father in the cattle business, but he early became interested in the cigar business and for a time was connected with the cigar factory of Ybor Manrara, one of the pioneer factories of Tampa. He was the first American employee in this factory and worked in practically every department, remaining with the firm until 1901. He subsequently was employed in the shipping department of the Cuesta-Rey Cigar Company.

In 1910, in association with Mr. George F. Weidman, he established the Weidman-Fisher Cigar Box Factory, which has since grown to be one of the largest cigar box factories in the world. The company owns a sawmill and imports cedar logs from Cuba as material for the boxes. Nearly a million feet of timber is cut up per year and the annual output of boxes of the factory runs close to 5,000,000.

Besides his interest in the cigar box factory, Mr. Fisher is active in various other enterprises in Tampa. He is a Director in the Holtsinger Furniture Company and also in the Florida Portland Cement Company. He has always been interested in education and was a member of the Tampa School Board for six years and was the main instigator in securing the Carnegie Library at West Tampa, and was on the building committee for this structure.

He has always taken an interest in politics but has never sought office, although he was at one time a member of the old City Council of West Tampa. He is a member of the Tampa Board of Trade, and on the Industrial Bureau of this Institution.

Fraternally he is a member of the Knights of Pythias, Odd Fellows, Elks and Woodmen of the World.

He was married in Levy County, Florida, to Minnie Colson and has five children: Aletha (Mrs. R. A. Schaudler), Melvin, V. R., Olgar Ottis, and Thomas D., Junior.

WILLMOT RAYMOND FITTS

WILLMOT RAYMOND FITTS was born at Hampton, South Carolina, March 15, 1874, son of Charles R. and Mary Ann (Trowell) Fitts. His paternal ancesters were French Huguenots who settled in Charleston, South Carolina, in 1562. Captain Robert Fitts was on the staff of general Greene as Aid in the Revolutionary War. His maternal ancesters have been identified with South Carolina for hundreds of years.

Mr. Fitts attended schools in his home town, subsequently matriculated at Clemson Agricultural College in South Carolina and later graduated from the well-known Eastman Business College in Poughkeepsie, New York.

Mr. Fitts came to Tampa when quite a young man and was connected with the firm of Berriman Brothers, cigar manufacturers for twenty-one years. In 1923 he entered the firm of J. W. Young and Company, having purchased the interest of Jacob Van Roe, and now devotes his entire time to the management of this large cigar box manufacturing plant.

Mr. Fitts is a member of the Seminole Civic Club, the Tampa Motor Club, and has the distinction of being a 33rd degree Mason and he is also a Shriner, and a member of the Elks. He has filled every office in the York and Scottish Rite bodies at Tampa and is considered one of the best-posted ritualists in Florida.

He was married to Ruby Palmer at Tampa, July 9, 1910, and two children have been born to this union: Mary E. and Charles R.

EDWARD H. FOLK

EDWARD H. FOLK was born in South Carolina, July 9, 1879, son of Charles L. and Sarah M. (Hiers) Folk, both of whom were born in South Carolina. They had seven children of whom Edward H. was the sixth in order of birth. His father fought in the Civil War, being a member of Company G., First South Carolina Volunteers.

Mr. Folk was raised in his native state where he attended school, but in 1904 he went to Savannah, Georgia, where he remained for two yars, and in 1906 came to Florida and immediately became connected with the Barker Chemical Company at Inglis where he remained until 1908.

He moved to Tampa in 1908 and became connected with the Gulf Fertilizer Company with which he remained for six years. In 1914 he became interested in the newly established West Coast Fertilizer Company as a stockholder and was made its manager, and in 1917 was elected vice-president and manager.

Under Mr. Folk's management, the West Coast Fertilizer Company has become one of the largest businesses of its kind in the state of Florida. Starting in a small way and with limited capital, it now does a business aggregating one-half million dollars per annum and is now capitalized for two hundred thousand dollars.

Apart from his interest in the fertilizer business, he is a director in the Beach Park Company of Tampa, developers of one of the best known subdivisions in the city.

He is a charter member of the Kiwanis Club, of which he has been treasurer for a number of years, also a member of the Sons of Confederate Veterans and of the First Baptist Church. Fraternally he is a Mason and a Shriner and a member of the Knights of Pythias, and Dramatic Order Knights of Khorassan.

He was married on the 6th day of June, 1905, at Augusta, Georgia, to Blanche Calhoun.

E. N. Folk

SHERMAN B. FORBES

SHERMAN B. FORBES was born at Plainwell, Michigan, on November 9, 1894, son of John P. and Mary E. (Balch) Forbes. The Forbes family were originally located in Evergreen, Alabama. Sherman Forbes, Sr., grandfather of the subject of this sketch, was a large plantation owner, and he served in the Confederate Army for the duration of the Civil War. Most of the Forbes family are now located around Pensacola.

Dr. Forbes graduated from the Pensacola high school and spent two years at Kalamazoo College and subsequently graduated from the University of Maryland where he received the degree of M. D. in 1918.

He served in the United States Navy for five years as eye, ear, nose and throat specialist, and for two years prior to coming to Tampa he had charge of the eye, ear, nose and throat work for the Atlantic Fleet.

He came to Tampa in 1922 and immediately began the practice of his profession continuing as an eye, ear, nose and throat specialist.

Dr. Forbes is a member of the various medical associations and belongs to the Phi Kappa Sigma College fraternity. He is also a Mason and a Shriner.

He was married on November 6, 1927, to Helen M. Willis of Tampa.

MRS. M. C. FOWLER

MRS. M. C. FOWLER was born in Shelby County, Tennessee, but left there for the West when she was quite a young girl. She remained in the West until coming to Florida about fifteen years ago.

Mrs. Fowler has been actively engaged in real estate and development work in Florida for the past fifteen years, eight years of this time having been spent in Tampa where she has not only been foremost in business but also in the social and civic life of the city. She is a woman of broad vision and is always ready to take an active part in any movement that is for the good of her home city.

Mrs. Fowler is not only well known in Florida but is nationally known, having come in contact with the big interests of the country; and by her cool business judgment has demanded their confidence and respect.

Mrs. Fowler has been especially interested in the work of the Girl Scouts and gave the land upon which their beautiful camp is located. This camp is named for her, being called Camp Fowler.

She has a son, Cody Fowler, who is well known in Tampa as an attorney, and like his mother takes an active interest in Tampa affairs. He is prominently connected with the American Legion and the Lions Club.

HUBERT V. FOY

HUBERT V. FOY is a native son of Florida, having been born at Orlando, August 22, 1889, son of Ernest H. and Laura (Weingard) Foy. His paternal ancestors came over from France to North Carolina in the early days. His maternal ancestors were early settlers in New York State.

The subject of this sketch received his education principally in the schools of Hillsborough County, and at the noted Walton School of Commerce in Chicago. Mr. Foy became Certified Public Accountant in 1917, and opened an office for the practice of his profession in Tampa, in January, 1919. He has built up a very large practice, and is known as one of the ablest accountants in the city. He is at the present time, a member of the State Board of Accountants, Vice-President of the Florida Institute of Accountants, State Representative of the American Society of Certified Public Accountants, and a member of the American Institute of Accountants. He has the distinction of having been made Auditor for the Hillsborough County Commissioners.

During the World War, he served in the United States Navy for a time, until he was discharged to become Supervisor of Cost Accounting for the United States Army Ordinance Department in the Philadelphia District.

He is a member of the Tampa Board of Trade, the Tampa Yacht and Country Club and Hyde Park Methodist Church. His fraternal affiliations are with the Masons, the Shriners, Elks and Knights of Pythias.

He was married on June 14, 1916, to Nellie Lucile Moore of Bartow, Florida. They have one daughter, Margaret Moore Foy.

JOSEPH WHEELER FRAZIER

JOSEPH WHEELER FRAZIER was born at Rhea Springs, Tennessee, February 24, 1875, son of M. F. and Emma (Eldridge) Frazier.

After passing through the primary and the high school of Tennessee he entered the University of Tennessee where he received the degree of LL. B. in 1900.

In 1901 he moved to Tampa where he at once began the practice of his profession.

Besides carrying on an active law practice, Mr. Frazier has taken an active part in business and civic affairs in Tampa. He is secretary and treasurer and manager of the Carew Land Company, the largest owner of water front property in Tampa. Mr. Frazier and his associates made available for the people of Tampa the important business development known as the Garrison Section. Many of the city's leading business houses and manufacturing plants are located in this part of town.

Mr. Frazier was largely instrumental in pursuading Mr. D. P. Davis to put on the wonderful development of Davis Islands. It was through his efforts that a satisfactory understanding was reached between the residents of Bayshore Boulevard who objected to the development, and the Davis interests.

He is one of the largest individual owners of real estate in Tampa and has erected many important business buildings in the city.

He is a director in the Tampa Inter-Ocean Steamship Company and the Myrtle Hill Cemetary Company. He is a member of the American, State and County Bar Associations and belongs to the Tampa Yacht and Country Club, also to the Palma Ceia Golf Club.

His fraternal affiliations are with the Knights of Pythias, Elks and Woodmen of the World. He has been a steward of the Hyde Park Methodist Church for a number of years.

He was married on June 8, 1904, to Nelly Hendry, a member of a well-known Tampa family and has four children: Joseph W., Junior; Kathryn H. (Mrs. Bruce Draper); Edward, and Eloise.

CHRISTOPHER L. FRIEBELE

CHRISTOPHER L. FRIEBELE was born in Carlsruhe, Germany, on May 11, 1815. He moved to the United States when he was less than twenty-one years of age, and located first in Savannah, Georgia. He subsequently came to Florida, and arrived in Tampa in 1849, where he spent the remainder of his long life. The town was a very small place when he made his home here, but he saw it grow from a little village to a large city before he passed away.

Christopher L. Friebele was engaged in the general mercantile business when he came to Tampa, his store being located on the northwest corner of Franklin and Washington Streets. The property was owned by him until his death; it then passed to his widow, who held it until her death.

During the Civil War he enlisted in the Confederate service in the same command with Edward A. Clarke, who had married Mrs. Friebele's sister. The two men were captured by the Union forces, and together spent nearly two years in northern prisons, being released upon the conclusion of the War.

Christopher L. Friebele was a man of farseeing business sagacity; he recognized the growth and prosperity that was coming to Tampa, though it was far in the future when he came upon the scene, and he invested largely in well located real estate property, which with the increase of the city in population and business, was found to be located in centers of traffic where the growth was rapid and substantial.

During all the years of his residence here, Mr. Friebele was connected with every enterprise that was undertaken for the betterment of conditions in the city of his residence; he was energetic, clear-sighted and prudent. His business ventures were almost uniformly successful. All of those with whom he had business relations respected him for his spotless integrity and his business ability.

He was a prominent member for many years of the Methodist Church, and of the Masonic Order. He died in Tampa, December 2, 1886, in the seventy-first year of his life.

Christopher L. Friebele married Julia A. Wall on January 8, 1852. Mrs. Friebele resided in Tampa during all the many years from the time of her marriage until her death, March 9, 1915. She was at the time of her death, and for many years before, the oldest member in length of membership of the Methodist Church in Tampa. She was always faithful to her church obligations, and loyal to its interests. She was broad-minded and generous in her sympathies, responding readily and liberally out of her abundance to the call of the distressed and suf-

fering. She was universally respected in her lifetime and regretted in her death.

Christopher L. Friebele and Julia A. (Wall) Friebele were the parents of three children: Samuel, who married Rosa Dagenhardt and died without issue; Mary, who married first James Edgar Lipscomb, and by him had one son, who was named James Edgar for his father. After the death of her first husband, Mrs. Lipscomb married Dr. James W. Dupree of Louisiana, and by him had two sons, Frederick F. and James W. Dr. Dupree died some years ago. Mrs. Dupree and her sons all reside in Tampa. The third child of Christopher L. and Julia A. (Wall) Friebele was Nannie, who died unmarried.

CHARLES T. FRIEND

CHARLES T. FRIEND was born at Ashland, Ky., on April 3rd, 1874, the son of William Robert and Sally R. (Davenport) Friend. He came with his parents to Dade City, Florida, in 1887, where his father was a builder and where he received his early education.

In 1893 he moved to Tampa, where he has been engaged in the building and contracting business ever since and is therefore one of the oldest contractors in Tampa in length of service. He has to his credit some of the most important buildings in Tampa, among which may be mentioned several of the larger cigar factories, including: The Cuesta-Rey and F. Garcia Factories, the I. S. Giddens Warehouse, the Ferlita Building, the original Tribune Building, which was reconstructed from the Arno Hotel; the United Motor Garage, the Jewish Synagogue of Tampa, Hellman's Mayonnaise Plant, and many others.

The firm of Friend and Bounier, of which Mr. Friend is the senior partner, is recognized as one of the substantial and reliable business associations of Tampa and its many years' record of progress in the building business is evidence of its high standing.

Mr. Friend has found time to take a very active interest in the civic affairs of his adopted city and in this connection he has been a member of the City Council of Tampa for two terms, also a member of the School Trustees, Fourth District, for two terms, and served as Chairman of the Board of County Commissioners from 1921 to 1925. While on the Board of County Commissioners, the three-million-dollar bond issue for roads was voted, from the proceeds of which one hundred and sixty miles of hard-surfaced roads were built. This is the largest bond issue that was ever floated in Hillsborough County.

Mr. Friend is President of the Local Chapter of the Associated General Contractors of America and is now President of this branch of this organization; he is also a member of the Board of Trade, and fraternally he is a Mason and a Shriner.

He was married on the 27th day of September, 1893, at Tarpon Springs, to Mary Hill and has two children: Florence (Mrs. Grady Giddens) and Bruce.

W. J. Stinson

WILLIAM JAMES FRIERSON

William James Frierson was born in Hernando County, Florida, October 14, 1858, son of James and Louisa (Law) Frierson. His father was born in South Carolina, coming to Florida in 1847 with his father, Major Aaron Taylor Frierson, also a South Carolinian. They settled in Hernando County where William James Frierson was born and raised. His mother was a daughter of Capt. Peter Law, a farmer who came to Florida from Hamilton County, Georgia, in the early 40's.

William J. Frierson, the oldest of eight children, six of whom are dead, spent the first ten years of his life on his father's farm in Hernando County and in 1868 removed with the family to Hillsborough County, where his mother died in 1884 and his father in 1896. His youth was spent on the homestead on the Alafia River, 22 miles east of Tampa.

He acquired his early education in a Florida log schoolhouse. At the age of 22 he engaged in farming for himself and five years later he retired from this and moved to Tampa where he embarked in business as proprietor of a meat market. His business capabilities and his energy and industry were well rewarded by the fact that he built up the largest and most popular market in the city of Tampa. He followed this trade until the Fall of 1912 when he retired from active business and spent the last years of his life in the cultivation and care of his numerous orange groves.

He was a great lover of the woods and stream and spent much of his time in hunting and fishing expeditions. Being a hunter he loved dogs and always had a number of pedigreed ones in his stables.

At the time of the World War he was appointed by President Woodrow Wilson to the Exemption Board No. 1 of the City of Tampa. He was engaged in this important work when stricken with apoplexy on April 17, 1918, and died the following 7th of May.

He was always much interested in civic, political and religious affairs and he was always a firm believer in the future of Tampa and was one of her most beloved citizens.

Mr. Frierson was married February 14, 1882, to Emma Leslie, who died November 20, 1889, leaving one child, a daughter, Leslie (now Mrs. Guy Buell). On August 19, 1891, he was married to Louanna Hayes, to which union there are four surviving children: Roy James, Grace (Mrs. W. G. Curry), Marguerite (Mrs. Vernon John Garren); Anna (Mrs. Robert Thomas Bishop).

WILLIAM REED FULLER

William Reed Fuller was born in Hendersonville, North Carolina, March 24th, 1867, the son of William Reed and Mary (Young) Fuller. His father was originally from Georgia and his mother was originally from South Carolina, but they both moved to North Carolina in early life.

Mr. Fuller was educated in the public schools of Atlanta and moved to Florida when a young man.

He engaged in the mercantile business at Bradenton from 1887 to 1888 and was also manager there for a steamship line which operated the first line of steamers running between Mobile and the West Coast of Florida.

In 1889, Mr. Fuller moved to Tampa and acted as Commercial Agent for the Florida Central and Peninsular Railroad and when this road was absorbed by the Seaboard Air Line, he became General Agent for that line.

In 1895 Mr. Fuller became a partner in the wholesale grocery firm of Phillips and Fuller, continuing in that business until 1902, when he withdrew and organized the W. R. Fuller Company for engaging in the road-building and road material business. He has been active in the development of rock, sand and mineral filler plants throughout the state, which material is extensively used in road-building. Before Mr. Fuller began developing these plants, a great deal of the material had to be shipped from other states, but now almost every demand can be met from Florida soil.

The brokerage and distributing business in road materials conducted by Mr. Fuller is probably the largest in Florida. His firm represents the Clinchfield Portland Cement Company and he handles huge quantities of crushed rock, lime, common and pressed brick, sand, drain tile, etc.

Mr. Fuller has taken a very active interest in public and civic affairs of Tampa. He was Chairman of the Board of Public Works for four years and it was while he was a member of this Board that the first sixteen miles of brick paving was done in Tampa. It was also during this period that the Tampa Bay Hotel was purchased by the City, and he was largely instrumental in negotiating this purchase. He has the distinction of having been President of the Tampa Board of Trade for six consecutive years. He is a member of the Tampa Yacht and Country Club, Palma Ceia Club, and is a deacon in the First Presbyterian Church. He is also a member of the Merchants' Association. He was one of the organizers of the Builders' Exchange of Tampa and is now (1927) President of this organization. Fraternally he is a member of the Knights of Pythias and the Elks.

He was married first on March 17th, 1891, to Bertha E. DeTar, who died in December, 1925, and he was married August 9, 1926, to Miss Idline Roberts of Birmingham, Alabama.

PAUL FUSILLO

Paul Fusillo was born in Italy, October 27, 1884, and came to the United States in 1901, settling in New York City, where he resided for fourteen years.

While residing in New York he organized and was first president of the Italian Society of the Provinces of Bari, Lecce, and Foggia. When he left New York he was made Honorary President of this society for life.

He studied law in New York City and in Georgia and practiced for ten years in Savannah prior to coming to Florida.

He moved to Jacksonville in 1925 and in the following year came to Tampa where he has continued the practice of his profession.

He has always taken an active interest in political affairs. In 1912 he was County Committeeman of the Progressive Party and served two terms as a member of the County Executive Committee of Chatham County, Georgia. He had the honor to be elected a member of the charter board for the drawing up of the new charter for the city of Tampa in 1927. It is a noteworthy fact that in this election he defeated several very prominent men who had been residents of Tampa for a great many years.

During the World War he was a member of the Home Guards and took a prominent part in various war activities in this country, particularly as four-minute speaker. At the present time he is a Captain in the Judge Advocate's Department in the Officers' Reserve Corps.

He belongs to the Tampa Board of Trade, Elks Lodge, Eagles, Knights of Columbus and the Italian Club of Tampa.

He was married in New York City on the 7th day of December, 1913, to Lena Eramo.

PARSONS M. GARCIA

Parsons M. Garcia was born in Key West, Florida, June 16, 1890, son of Joseph D. and Dolores Garcia. His maternal grandfather was deported by the Spanish from Cuba on account of activities as a political writer. His family were always very active in the independence struggle in Cuba.

His father came to Tampa in 1887 and was one of the pioneer cigar manufacturers of the city.

Mr. Garcia received his education in the Hillsborough High School and studied medicine at the South Carolina Medical College at Charleston where he received his M.D. in 1917.

Prior to commencing the practice of medicine in Tampa he was in the drug business for a number of years, but in 1917 he began the practice of his profession and has built up a very large clientele particularly in West Tampa.

Dr. Garcia served as a member of the West Tampa City Council in 1918 and 1919 and during the World War he served as a First Lieutenant in the Medical Corps.

He is a member of the Tampa Board of Trade, and the Merchants' Association of Tampa and is on the staff of the Tampa Municipal Hospital. He is a Mason and a Shriner and belongs to the Medical Veterans of the World War, he is also an Elk.

He was married in Tampa on September 17, 1923, to Mrs. Josephine Pendino and has the following children: Parsons M., Jr.; Woodrow Wilson, and Eugene Robert.

LAURIE GATES

LAURIE GATES is a native son of Tampa, having been born there February 22, 1873, son of the Rev. Edward F. and Euphemia Taresa (Hebbard) Gates. His father was a pioneer Methodist preacher of Florida, and passed a number of years in Tampa, preaching and teaching school.

Laurie Gates received his education in Tampa, and in Manatee County, and subsequently attended the well-known Eastman Business College in Poughkeepsie, New York, from which he graduated in 1894.

In 1895, he became connected with the Giddens Clothing Company, with which he has remained ever since.

He has taken a prominent part in various affairs of Tampa. He was on the Board of Pilot Commissioners for eight years, and served as Chairman of the Board of Trustees of the Tampa Schools for one term of four years. He has been Treasurer of the Merchants' Association of Tampa for the past twelve years.

During the World War, he rendered valuable service as a member of the Home Guards.

He is a member and Steward of the First Methodist Church of Tampa.

He was married at Tampa on December 2, 1906, to Pearl Hart, and has the following children: Elizabeth, Laurie B, Laurie Gates, Jr., and Edward Franklin Gates.

EDWARD F. GATES

EDWARD F. GATES was born in Jacksonville, Florida in 1834. His father, Judge Josiah Gates came to Florida, an orphan, at the age of fifteen.

The subject of this sketch received his education at Emory College in Georgia. Soon after graduating from there, he became a member of the Methodist Conference in Florida.

Rev. Gates' first charge was a large circuit, including a large portion of Florida.

During the Civil War, he was on the Columbia Circuit, near Lake City for two years, following which he was made Presiding Elder of the Tampa District, which included the territory from Gainesville to Key West.

There being no railroads in Southern Florida at this time, this vast territory had to be covered on horse-back and by cattle schooners plying between Key West, Tampa and New Orleans, and it required several weeks to make the complete circuit. While on the Tampa Circuit, he passed through the epidemic of Yellow Fever.

During the time Dr. Gates was preaching in and around Manatee and Tampa, he taught school for a time in Tampa, and some of his old pupils are still residing there, and are among Tampa's leading citizens.

On account of ill health, due largely to the hard conditions of his early life, Dr. Gates was practically retired a number of years ago, and made his home in Manatee County, where he happily lived with his wife, to whom he has been mar-

ried for sixty-six years. The Gates family is a very remarkable one in that there has never been a death in it. All of the children are living, which include five sons and one daughter, as follows: S. C. Gates, Dr. H. Gates, J. O. Gates, Rev. E. J. Gates, Laurie Gates and Mrs. B. C. Graham.

MELVILLE G. GIBBONS

Melville G. Gibbons was born in Washington County, Virginia, October 12th, 1862, the son of H. C. and Mary E. (Osborn) Gibbons.

He received his early education in schools of Virginia and studied law in the office of E. R. Gunby in Orlando, Florida, to which place he came in 1884, being one of the earliest settlers in that city. He was admitted to the bar in 1887 and practiced law in Orlando until 1889 when he moved to Tampa with Mr. Gunby and opened a law firm with him under the style of Gunby and Gibbons. This legal partnership, which became one of the most important in Tampa, lasted for twenty-one years. After that he practiced alone until the end of the World War when his son, M. G. Gibbons, Jr., became his partner, the firm now being known as Gibbons and Gibbons.

Mr. Gibbons has had a long and honorable career, both in his chosen profession and in outside interests. He is one of the oldest lawyers in Tampa in length of service, there being only four or five other lawyers in the City who have practiced for a longer time than he has.

He was President of the Palma Ceia Golf Club from 1923 to 1925 and was recently made an honorary life member in this club. He is one of the best known golfers of Florida, and has attended every State Championship Golf Tournament in Florida for the past fourteen years. He is a member of the American, State and County Bar Associations and of the Hyde Park Presbyterian Church.

He was married on the 17th day of January, 1894, at Brunswick, Georgia, to Mary E. Blaim and has six children: Gunby, Ashby, Edith, Gordon, Arthur and Mildred.

HENRY C. GIDDENS

Henry C. Giddens was born at Nashville, Georgia, November 2, 1863, the son of William and Elizabeth (Edmondson) Giddens. His father fought in the Civil War as a member of the 29th Georgia Regiment.

Mr. Giddens received his early education in the public schools of Georgia, later graduating from the famous Eastman Business College at Poughkeepsie, New York.

He is one of the pioneers of Tampa, having moved there in 1883. His first employment was as a salesman for C. L. Friebele, one of the pioneer merchants of the city. Subsequently he worked for the E. A. Clarke Company, where he learned the clothing business.

In 1889, Mr. Giddens established the men's clothing firm of Henry Giddens & Company, his partner being the late W. B. Henderson. After the death of Mr.

Henderson, he bought out his interest in the business from his heirs and is now practically the sole owner of the concern. The Giddens Clothing Company has become one of the largest retail clothing stores in Florida and handles clothing exclusively for men, and is located in a large and expensively equipped space in the Tribune Building.

Mr. Giddens has taken an active interest in many affairs in his adopted city. He is a member of the Board of Trade and one of the most active directors in the Y. M. C. A. and in the Old Peoples' Home. He served on the old City Council for four years and the same length of time on the Board of Public Works. He is President of the Board of Trustees of the Tampa Public Library. In religion, he is a member of the Presbyterian Church.

He was married on June 28, 1887, at Plant City, to Sally Graham and has one son, Henry C., Junior.

DR. ELSIE M. GILBERT

Dr. Elsie Martinson Gilbert was born in Council Bluffs, Iowa, February 8th, 1874, of Danish parents who emigrated to the United States in 1870.

She attended the public schools at Council Bluffs and the High School at Wells, Minnesota. In 1896 she entered the American Medical Missionary College at Battle Creek, Mich., completing her course there in 1900. Later she became a student in the medical department of the University of Illinois from which institution she received the degree of Doctor of Medicine, graduating with high honors.

Dr. Gilbert commenced the practice of her profession at Battle Creek, Mich., but after a year she removed to Tennessee where she served for five years as interne and resident physician in the Graysville Sanitarium.

Dr. Gilbert moved to Tampa in 1908 where she continued the general practice of medicine. She was married to A. D. Gilbert in June, 1910.

In 1909 Dr. Gilbert established the Tampa Sanitarium of which institution she is now the head. The Tampa Sanitarium is especially conducted for the treatment of nervous and chronic diseases and is thoroughly equipped for the practice of Battle Creek methods including Electro-therapy and Hydro-therapy and by reason of its high standard of efficiency this sanitarium draws a patronage from all parts of the United States.

Dr. Gilbert is a member of the American Southern and County Medical Associations and is affiliated with the Seventh Day Adventist Church.

A. D. GILBERT

Dr. A. D. Gilbert was born at Wells, Minn., on February 16th, 1865, of Norwegian parentage.

He received his education in the schools of his home town and Battle Creek College and Union College in Lincoln, Neb.

During 1895 to 1904 he was General Field Agent in England for the Review and Herald Publishing Company. He returned to the United States in 1904 and was in charge of Missionary work in St. Louis for the Seventh Day Adventist Church after which time he came to Tampa and was married to Miss Elsie Martinson in June, 1910.

He is at this time connected with the Tampa Sanitarium owned and operated by his wife.

Dr. Gilbert is affiliated with the Seventh Day Adventist Church.

DARWIN BRANCH GIVENS

Darwin Branch Givens was born at Tampa, Florida, on September 28, 1858, son of John T. and Nancy Cunningham (Walker) Givens. His paternal ancestors (seven brothers) came from Scotland, and settled in New York, Virginia and in Illinois. His father, John T. Givens, was from South Carolina, and he first saw Florida as a volunteer soldier in the service of the United States during the Seminole Indian War, which commenced in 1835, and camped at the corner of Franklin and Krause Streets. His father also engaged in Indian warfare in Florida, for which he drew a pension from the United States, and came to the present site of the city in 1848, and was camped on what is now the lot on which stands Hillsborough Lodge No. 25. His maternal and paternal ancestors go back to the Revolutionary days in the United States, and one ancestor in his mother's family was Lord Mayor of London, England.

Early in life, Mr. Givens worked with his father, who was a carpenter, a shoemaker and a coffin-maker; once during the illness of his father, he made a coffin entirely by himself, when he was only ten years old. The design of it followed his own ideas, and he received only slight assistance from his mother.

Mr. Givens served as Deputy Collector of Taxes of Hillsborough County in 1885 and for fifteen years was Deputy Clerk of the Circuit Court under his brother, Warren A. Givens. He subsequently served as Deputy Clerk of the Circuit Court under the late Governor H. L. Mitchell, and under the late W. L. Hanks. At the death of the latter, Mr. Givens became Clerk of the Court, which position he filled with great efficiency.

During the period of his Deputy Clerkship, he studied Law, and was admitted to the Bar in 1907, in the various Courts, including the Supreme Court of Florida.

In connection with his work in the Court House, he prepared a full set of abstract books from the records of the County; one set of which is in use in Pinellas County now, and the other set is in use in this County.

Mr. Givens served as Deputy Sheriff for three and a half years under W. C. Spencer, and retiring from this office, he became connected with the Beach Park Development Company of Tampa, being too active mentally to retire completely from business.

During the World War, Mr. Givens was a member of Company "A" of the Home Guards, under Captain H. P. Baya. He at first served as Commissary

Sergeant, but later was appointed by Major Connelly, Adjutant of the Battalion.

His religious affiliations are with the Methodist Church. He has taken a very prominent part in Masonry; he has the distinction of being the oldest Past High Priest of Tampa Chapter No. 8, and he is also Past Commander of Ivanhoe Commandery No. 3. He is also the oldest living Past Master of Hillsborough Lodge No. 25, and honorary member of the Drum Corps of the local Shrine Association. His father before him had been a prominent Mason, and was one of the first members of this Order in the state of Florida.

Mr. Givens was married at Tampa on May 25, 1884, to Annie Ethel Morris, and three children have been born to this marriage: Morris Marion, Darwin Creyon, and Annie Fay.

Mrs. Darwin B. Givens has taken a prominent part in the United Daughters of the Confederacy, of which she has served as President. She has always been active in church work, and helped to organize the first Missionary Department of the First Methodist Church, in 1882, in Tampa. She is a member of the American Legion Auxiliary, and was twice elected President of the Tampa Women's Club, without opposition. She is now serving her second term as Regent of the DeSoto Chapter of the Daughters of the American Revolution.

Mr. Givens and his father built the first public school in Hillsborough County, and they also built the first brick store in Tampa.

HORACE CADWELL GORDON

HORACE CADWELL GORDON was born at Cleveland, Ohio, March 13, 1872, son of Richard Harper and Lucy Cordelia (Cadwell) Gordon. He is a direct descendant on his father's side from the Gordon Highland Clan.

The subject of this sketch received his education in the public schools of Cleveland, and at the Jefferson Educational Institute at Jefferson, Ohio, from which institution he graduated in 1891. He subsequently studied law at the University of Michigan and at the Cincinnati Law School, from which institution he received the degree of LL. B. in 1895. He was a student all his life and taught school several terms before coming to Florida.

He arrived in Tampa on December 10, 1895, and immediately commenced the practice of law there, and became known as one of the outstanding lawyers of Southwest Florida. He held various important positions directly connected with the legal profession. He was appointed Municipal Judge by Mayor James B. McKay in 1902, serving one term of two years; he served as Judge of the Criminal Court from 1904 to 1913, having been appointed to fill an unexpired term of Judge Graham, and subsequently was elected to the office twice. He was appointed States Attorney in 1914, and filled this important position with credit to himself and to the community until 1920 when he resigned to become Mayor of Tampa.

H. C. Gordon

Judge Gordon was an extremely active man, having held important positions in many of the leading civic institutions of the city. At one time he was President of the Board of Public Works, and at another time he was on the Port Commission. He was Chairman of the Tourist Bureau of the Tampa Board of Trade, and through his initiative the first steps were taken to attract tourists to Tampa. He was also one of the original incorporators of the South Florida Fair Association.

Judge Gordon was a member and former President of the Florida State Bar Association, and he was the first member of the Kiwanis Club in the State. His religious affiliation was with the Methodist Church for many years, but at the time he died he was a member of the Christian Science Church. Fraternally he was a Mason (Past Master of the John Darling Lodge of Tampa), a Shriner, an Elk, an Odd Fellow, and he was Past Chancellor Commander of the Red Cross Lodge of the Knights of Pythias. He also belonged to the important social clubs of the city.

Judge Gordon was married on December 4, 1885, at Cincinnati, Ohio, to Lucy C. Weiner, to which union three children were born: Horace C., Junior; Lucile M. (deceased) and Richard H.

Judge Gordon died at Tampa on June 19, 1924.

He was one of Tampa's greatest citizens and he left a name which is an honor to himself and to his descendents. Few if any citizens who have lived in Tampa were active and influential in so many directions as he was. He was a great lover of and believer in Tampa and in his death, almost in the prime of life, the city suffered a distinct loss.

BENJAMIN C. GRAHAM

Benjamin C. Graham was born in Lowndesboro, Alabama, April 3rd, 1847, son of the Reverend James W. and Sarah (Smith) Graham. His father was a Presbyterian minister.

Benjamin C. Graham received his education at the Hampton-Sydney College in Virginia where he made a great record in mathematics, and from which institution he received the degree of A. B. in 1883.

Early in life he decided to follow the school teaching profession and in 1886 he obtained his first position at Madisonville, Tennessee, where he was principal of the Bolivar Academy.

The following year he taught mathematics in Hiwassee College in Tennessee. Still later he was principal for two years of Lowndesboro Academy in Alabama, and in 1872 he came to Florida and for five years taught school at Milton. Subsequently he had charge of Manatee Academy for six years, and in 1884 he came to Tampa where he was eventually made principal of the Tampa graded schools and of the high school.

He was elected county superintendent of schools for Hillsborough County in 1899 and held this office from 1900 until 1904. During this period Pinellas had not

been separated from Hillsborough County and he had to make the long distances about the county with a horse and buggy.

His last work was superintending a teachers' training school in Tampa.

Professor Graham was a member of the National Teachers Association and he was Florida's delegate to the national convention of the organization held in St. Louis about 1893. He was also a member of the Florida State Teachers Association, of which latter organization he was president for the year 1894.

He was an elder in the Presbyterian Church at Tampa.

Prof. Graham was married in March, 1882, to Sarah Gates and had five daughters: Katherine E. (Mrs. C. V. Dickins); Bertha (Mrs. L. M. Anderson); Rebecca R. (Mrs. D. B. Sutton); Gladys G.; and Annie Laurie (Mrs. J. M. Allgood).

HARRY E. GRANT

HARRY E. GRANT was born at Lamar, Missouri, June 4, 1889, son of Ezra and Isabell (Van Buskirk) Grant. His paternal ancestors were from Scotland and his maternal ancestors were from Holland.

Mr. Grant obtained his musical education at the National Conservatory of Mexico City and at the Van Ness Conservatory of Music in San Francisco and studied harmony under Leopold Polaski.

He was musical director for the Southern California Band Association at Redondo Beach and at Venice, California, from 1911 to 1914. He also did music work in the public schools at Venice.

From 1914 to 1925 he operated the Harry Grant School of Music at Nevada, Missouri, and during this period he was Music Supervisor for the schools of Barton and Vernon Counties, Missouri.

He came to Tampa in 1925 and immediately became connected with the M. L. Price Music Company and soon thereafter was made director of music in all the schools of the county. In September, 1927, he was made Director of Municipal Music for Tampa.

He is a member of the Christian Church and his fraternal affiliations are with the Odd Fellows and Elks. Mr. Grant was married at Venice, California, in 1912, to Katherine Collier and has three children: Harry, Jr., June, and Kathleen.

DR. JAMES GRANTHAN

DR. JAMES GRANTHAN was born at Marion, South Carolina, on the 24th day of April, 1873, the son of J. F. and Martha Eugenia Granthan.

He attended school in Clarendon County, South Carolina, and studied medicine at the University of Maryland where he received the degree of M. D. In 1898 after serving as an interne in the Maryland General Hospital for a year, he moved to Tampa where he commenced the practice of his profession.

He has taken post graduate courses in gynecology at Johns Hopkins University and at Harvard and specializes in this branch of his profession. Dr. Granthan

was Port Surgeon at Port Tampa for one year from 1900 to 1901 and health officer for the City of Tampa from 1905 to 1907. He is a member and was president of the Hillsborough County Medical Association during the year 1905. He is also a member of the American and State Medical Associations, and is affiliated with the Masons, Shriners and Elks.

He was married at Thomasville, Georgia, on the 5th day of September, 1905, to Elizabeth Carroll and has one child, Carroll.

TRUMAN POWELL GREEN

Truman Powell Green was born in Jennings, Louisiana, June 8, 1902, son of William Truman and Maude (Powell) Green. The family originally came from Scotland. Mr. Green's paternal grandfather moved from Milner, Georgia, to Florida in 1890, and lived in Orlando for a number of years. His maternal grandfather, B. W. Powell, was Captain of Company "C," First Florida Infantry, during the Civil War. His father was a druggist in Tampa, and afterward became a Christian Science Practitioner. Both sides of the family have been identified with Florida for many years.

Truman Powell Green received his education in the public schools of Florida, including Hillsborough High School. He attended the University of Florida, from 1919 to 1923, and it was during this period that he acquired his first experience in newspaper work, which was to become such an important factor in connection with his work later on. While at the University of Florida, he was Managing Editor of the "Gainesville Daily Sun;" he also served as editor of the "Alligator," a university student publication, and was associate instructor of Journalism at the college.

Upon leaving college, Mr. Green became connected with the Thomas Advertising Agency, of Tampa and Jacksonville, as Service Manager, and in this capacity, he attended the Washington Convention of the National Association of Real Estate Boards, and prepared both the news and advertising copy at the Capital. In September, 1924, he accepted a position as Assistant Advertising Manager, with the Davis Islands Company, and has been identified with this Company ever since. In the latter part of 1927, he was appointed Manager of the Davis Islands Hotels. Mr. Green who was twenty-six on his last birthday, has the distinction of being one of the youngest hotel executives in the South.

He has taken an active part in civic and social affairs in Tampa. He is President of the Merrymakers Club; Vice-President of the Florida State Junior Chamber of Commerce; a Governor of the Tampa Junior Board of Trade, and Chairman of the Young Men's Law Enforcement League. He is also a member of the Tampa Senior Board of Trade, the Rocky Point Golf Club, Ye Mystic Krewe of Gasparilla, and Sigma Nu College Fraternity.

C. W. GREENE

C. W. GREENE was born in Oswego County, New York, May 1, 1868, the son of John W. and Anna (Keith) Greene, also a native of New York. Both parents come from old American families.

Mr. Greene attended schools in Binghamton, New York, including the high school, and subsequently matriculated at the College of Pharmacy in Philadelphia.

Mr. Greene spent his early life in New York and when a young man went to Chicago where he began work as a drug clerk. At the age of twenty-one, he was the owner of a business of his own and during his nineteen years residence in Chicago, he had three different drug stores.

He visited Tampa at various times during the winter and in 1907 made it his permanent residence and became actively interested in the Marine Hardware and Supply Business which was operated in connection with the Tampa Steam Ways Company. After three or four years, he took over the business as an independent proposition and subsequently incorporated the C. W. Greene Company, handling chiefly Marine and Automobile Supplies and various lines of specialized hardware. This business has become the largest concern of its kind in the state of Florida. It is incorporated for $150,000 and its annual turnover runs to hundreds of thousands of dollars.

Mr. Greene is president of the Southeastern Fire Insurance Company, was one of the organizers of this important institution. He is also one of the original directors in the Gandy Bridge Company.

He is a charter member of both the Tampa Yacht and Country Club and of the Tampa Rotary Club. He is also a member of the St. Petersburg Yacht Club.

He was married for the second time in Punta Gorda to Carry A. Price, of Orlando, and had four children by his first marriage: Noretta (Mrs. A. L. Cuesta, Jr.), Clarence, who was killed in the service of his country when flying as a aviator during the World War; Viola (Mrs. Conrad Fabin); Jane (Mrs. Fred Martin); and Marion by his second marriage.

J. A. GRIFFIN

J. A. GRIFFIN was born in Fowltown, Georgia, May 4, 1874, the son of Andrew R. and Louise Griffin. His father saw service in the Civil War, having been a member of Durham's Artillery.

Mr. Griffin is one of the early settlers of Florida, having been brought to Marion County by his parents in 1876. There he attended the public schools and received his early education. He began his business career as a bank clerk and express manager at Ocala and subsequently taught school there for a short time.

He came to Tampa in 1895 when the city only had a population of some 10,000 people. He joined the Exchange National Bank at the bottom, as a collection clerk, and has been successively promoted to teller, assistant cashier, cashier, vice-president, executive vice-president, which he was made in 1903, and in 1922

L. A. Grimaldi

he was made president, at which time the former president, Mr. A. C. Clewis, was made chairman of the board of directors. Under Mr. Griffin's able management the Exchange National Bank has had a wonderful growth; in 1903 the deposits amounted to some $350,000 and at the present time the deposits amount to nearly $15,000,000, and the bank has become one of the most important financial institutions in the state of Florida.

Mr. Griffin is interested in many other banks in the state of Florida; he is president of the Columbia Bank in Ybor City, and also president of the Bank of Sulphur Springs, and he is a director in the following Florida banks: Hernando State Bank, Brooksville; Bank of West Tampa; Manatee River Bank & Trust Company, Bradenton; Bank of Lake Hamilton, Hamilton; and Bank of Oldsmar. Besides his interest in banks he is vice-president and director of the Peninsular Telephone Company; director in the Florida Portland Cement Company, and a director in the Florida Central and Gulf Railroad, a subsidiary of the Seaboard Air Line. He has also been very active in patriotic and philanthropic affairs. During the World War, he handled all the Liberty Loan drives in fourteen counties in Florida, having been chairman of the Liberty Loan Committees in fourteen zones, representing fourteen counties. Everyone of these Liberty Loan drives exceeded its quota and Mr. Griffin is justly proud of his work in connection with these drives. He is president of the Tampa Welfare League; director in the Children's Home of Tampa; and on the Boy Scouts' Council. He has also always taken a great interest in school affairs, and his bank has been an important factor in handling the financial affairs of the Tampa schools.

He belongs to most of the important clubs in Tampa, and fraternally he is a member of the Masons, Shriners and Elks.

He was married in Tampa to Nancy Marshall Johnson, a gand niece of the late Chief Justice John Marshall of the United States Supreme Court.

He has six children: George Richard, a graduate of the University of Pennsylvania; James A., also a graduate of the University of Pennsylvania; Albert, Nancy, Marshall, and Thomas.

S. A. GRIMALDI

S. A. Grimaldi was born in Quincy, Massachusetts, January 4, 1892, the son of John A. and Mary S. Grimaldi. His father was born in Italy, but came to the United States many years ago, settling in Massachusetts.

Mr. Grimaldi attended the public schools in Tampa and subsequently spent a year at the University of Florida.

Mr. Grimaldi has been actively interested in the insurance and shipping business in Ybor City for many years. His firm handles all kinds of insurance and also loans on real estate and acts as agent for the Soaboard Air Line Railroad at Ybor City, and the firm has had the distinction of being the only agent in the state of Florida for the United States Shipping Board.

He has taken an active interest in many important businesses in Ybor City and has come to be recognized as one of the most important business men in that section of Tampa. He is vice-president of the Columbia Bank of Ybor City, secretary of the Cosmopolitan Ice Company and secretary of the City Ice Delivery Company, president of the Citizens Ice Company of West Tampa. He is also president of the Tampa Leather Company.

Mr. Grimaldi has long been recognized as one of the leaders of the Italian colony of Tampa and is now president of the Societe Italia. Fraternally he is a member of the Elks, Masons and Shriners.

He was married the 5th day of March, 1913, to Antonetta Scocozza and has two children: John A. Junior and Richard M. P.

ARTHUR B. HALE

Arthur B. Hale was born at Dickson, Tennessee, on January 23, 1886, son of Joseph S. and Sarah (Harnish) Hale. On his father's side, he comes from a distinguished New England family. His father was a very noted Mechanical Engineer, and his mother was descended from an old Pennsylvania Dutch Colony.

Mr. Hale received his education in the primary and high schools of Montgomery, Alabama, and subsequently became a refrigerating engineer. He has resided in Tampa since 1907, and for some time, was refrigerating engineer for the Tampa Ice Company.

Mr. Hale is connected with the Hale & Buerke Electric Company, and is Secretary of the Florida Machine & Engineering Company. He is the inventor of a number of very successful mechanical devices. Fraternally, he is a Mason and a Shriner.

He was married in Tampa in 1910, to Elodie Morris, and has six children: Arthur, Fred, Morris, Elodie, Joseph, and Sarah.

SYLVANUS MASTERS HANKINS

Sylvanus Masters Hankins was born at Sanford, Florida, October 25, 1889, son of Sylvanus Mortimer and Elizabeth V. (Stubbs) Hankins. His paternal ancestors were from Virginia, and his maternal ancestors from South Carolina. His grandfather, William Wesley, fought under General Lee in Virginia, and after the Civil War, was a member of the Florida State Legislature from Madison County.

Mr. Hankins received his education in the public schools of Tampa, and at Southern College.

He began his business career with the Atlantic Coast Line Railroad, and later became connected with the American Railway Express Company, with which he continued for five years, having been agent in various towns of Florida during this period. In 1921, he was employed as a shipping clerk by Kingan & Company, at ninety dollars a month, and seeing the dim future in clerical positions, he em-

barked in the real estate business with a capital of less than one hundred dollars. He operated the Suburban Realty Company for about two years with such success that at the end of this time, he was able to purchase stock in the Real Estate Division of the Hendry & Knight Company, with which he has been connected for the past five years, being at the present time, Vice-President of this Company, which is one of the oldest and best known in Southwest Florida.

Mr. Hankins has always taken an interest in everything for the uplifting of Tampa, and is an active member of the Board of Trade. He also belongs to the Knights of Pythias; the D. O. K. K., and Sons of Confederate Veterans.

He was married, January 30, 1917, to Virginia L. McNorrill, and has three children: Sunshine, Sylvanus, and Wilma.

THOMAS J. HANLON, JR.

THOMAS J. HANLON, JR., was born at Boston, Massachusetts, October 18, 1884, son of Thomas J. and Katharine M. (Gorman) Hanlon.

He attended Boston Latin School, and subsequently attended Harvard University, where he received the degree of B. S.

Immediately after leaving college, he went to Texas, where he was connected with the Dallas Consolidated Street Railway Company, and he was subsequently transferred to Pensacola, where he was connected with the Pensacola Electric Company, a subsidiary of the Stone & Webster Corporation.

In 1919, he was made General Manager of the Tampa Electric Company, which is also controlled by Stone & Webster. Soon after his arrival, the Company undertook an expansion policy, taking over the Electric Companies in a number of nearby cities, including the phosphate mining territory.

Mr. Hanlon is Secretary of the South Florida Stores Corporation, and Secretary of the Frost Construction Company. He is Chairman of the Traffic Advisory Commission of the City of Tampa.

He has taken a prominent part in social and club life, and holds membership in the Palma Ceia Club, Rocky Point Golf Club, Tampa Yacht and Country Club, in which he is a Director, and the Rotary Club. His religious affiliations are with the Catholic Church.

He was married at St. Louis, Missouri, November 11, 1916, to Blanche M. Arbuckle, and has five children: Thomas J., III; Blanche M., David G., George F., and Morton J.

J. A. HANSBROUGH

J. A. HANSBROUGH was born in Hardin County, Kentucky, on the 26th of July, 1866, son of Elijah and Hannah D. Hansbrough. He received his education in the schools of Kentucky, and came to Florida in 1883, and was connected with a Bank at Leesburg for a number of years.

He came to Tampa in 1895, and for about four years, was connected with the Consumers Electric Light & Street Railroad Company, and for eighteen years, he served as City Auditor of Tampa.

For the past few years, he has engaged in the practice of Accountancy, and at the present time, is the head of his own accounting firm.

He has served on the State Board of Examiners for Accountants for sixteen years, having been appointed by five different Governors. He has been a member of the American Institute of Accountants since it was organized in 1916. His fraternal affiliations are with the Elks. Mr. Hansbrough has the distinction of being one of the first certified Accountants of Florida.

He was married at Leesburg in 1889, to Birdie Herndon, and has two children: Lutie M. (Mrs. W. H. Jackson) and John Herndon Hansbrough.

GUSTAVE A. HANSON

GUSTAVE A. HANSON was born in Pulaski, Tennessee, on the 14th day of October, 1834, the son of Chanson Hanson. His father was a Frenchman and served in the Napoleonic wars. Mr. Hanson spent the early years of his life in Tennessee and for several years lived in Memphis, where he found employment in various capacities on the Mississippi River steamers. At the outbreak of the Civil War, he entered the Confederate service and was soon made Captain, then Major, and just before the war closed, a Colonel. He was for a time on the staff of General N. B. Forrest, the famous Confederate cavalry leader.

After serving throughout the Civil War, he returned to Memphis and commenced the practice of law, the study of which he had undertaken before he entered the Confederate Army. After practicing for a few years, he gave up law and engaged in farming for some time in Tennessee.

While living at Bartlett, Mr. Hanson was elected to the State Senate of Tennessee, serving from 1877 to 1879. After the expiration of his term of office, he moved to Washington, D. C., where he was associated with Congressman Cassey Young of Tennessee in various positions of trust for a couple of years.

Mr. Hanson was one of the early settlers in Florida, having come to Bartow in 1881 where he reengaged in the practice of law. Here he resided for ten years and during this time he started and managed the first newspaper in the City and he was also interested in orange groves during this time. During his residence in Bartow he was appointed Judge of the Circuit Court of the Sixth Judicial Circuit.

In 1891 Judge Hanson moved to Tampa, where he practiced law until 1903, when failing health forced his retirement.

He was a member of the United Confederate Veterans and of the First Methodist Church of Tampa.

He was married in Memphis, Tennessee, to Maria Estes and they had one son, Gustave A., Junior.

Judge Hanson died in Tampa March 9th, 1909.

GUSTAVE A. HANSON, JUNIOR

GUSTAVE A. HANSON, JUNIOR, has the distinction of being a native of Tampa, having been born there August 7th, 1894, the son of Gustave A. and Maria (Estes) Hanson.

He received his early education in the grammar schools of Tampa and in the Hillsborough High School. He subsequently attended Alabama Polytechnic Institute.

He began his business career as an engineer working for McGucken and Hyer for some time and later with G. A. Miller, a well-known builder of Tampa.

In 1925 Mr. Hanson engaged in the contracting and building business for himself and has made a remarkable record during the past two years. Among the buildings which he has built may be mentioned the West Tampa Junior High School, Ballard and Ballard Warehouse in Tampa, Goodyear Tire and Rubber Company's Warehouse at Tampa and the recently completed Poinsettia Ice Cream Plant in Lakeland. During the past two years he has done about two million dollars' worth of construction in Tampa, St. Petersburg and Lakeland.

Mr. Hanson is a member of the Tampa Yacht and Country Club, and of the Palma Ceia Golf Club, and of the Tampa Board of Trade.

He is a Mason and a member of the Alpha Tau Omega college fraternity.

He was married at Tampa to Floss Knight, daughter of the late A. J. Knight, who was one of Tampa's most important business men and financiers.

GEORGE E. W. HARDY, JR.

GEORGE E. W. HARDY, JR., was born in Baltimore, Maryland, August 25, 1892, son of George E. W. and Eliza Thomas (James) Hardy. He received his education in Baltimore and holds the degrees of Bachelor of Arts and Doctor of Medicine from the Johns Hopkins University.

He graduated in medicine the year of the War and immediately entered the Army, serving for a short time as a First Lieutenant at Camp Meade, Maryland, and later as Captain at the Rockefeller Institute in New York City, where he was an instructor in the Carrel-Dakin treatment of infected wounds. Soon after the Armistice Dr. Hardy returned to Baltimore and served three years as interne and resident surgeon at the Union Memorial Hospital, doing a large amount of work under the well known Dr. Finney, formerly professor of Surgery at the Johns Hopkins Hospital.

He came to Tampa in the fall of 1922 and at once confined his work to surgery exclusively. He served on the surgical staff of the Gordon Keller Hospital, is at present on the Staff of the Tampa Municipal Hospital. He holds the rank of major in the Florida National Guard and is assigned as Surgeon to the 116th Field Artillery.

Dr. Hardy is a member of Hillsboro Lodge of Masons and a member of the Tampa Rotary Club.

He was married at Jarrettsville, Maryland, June 10, 1922, to Minnie G. Calary, and one son, George E. W. Hardy, III, has been born to this union.

DAVID EARL HARPER

DAVID EARL HARPER was born in Carofton, Michigan, January 20th, 1889, son of Henry and Laura Harper. He is of Irish descent on his father's side.

Mr. Harper received his education in Michigan, where he attended the University. He early engaged in the lumber business, which he followed for several years at Grand Rapids. In 1914, he came to Loughman, Florida, where he was Manager of the Everglades Cypress Company for about eight years. In 1922, he moved to Plant City, Florida, and purchased the E. T. Roux Lumber Company changing the name to the Harper Lumber Company. Under his able management this business has become one of the largest and most important lumber businesses in the eastern part of Hillsborough County.

He is Vice-President of the Florida Lumber & Mill-Work Association, and President of the Plant City Kiwanis Club. Fraternally, he is a Mason and a Shriner.

He was married at Grand Rapids, Michigan, and has one son, Robert.

CHARLES E. HARRISON

CHARLES E. HARRISON was born in Jacksonville, Florida, on October 5, 1851, son of Ephriam L. and Julia Anne (Cooper) Harrison.

He attended school in Jacksonville, and studied law under his uncle, C. P. Cooper, of Jacksonville, and under Fletcher Henderson in Tampa. He was a very early comer to Tampa, having arrived there in 1872, where he followed the practice of his profession for many years.

He served as County Judge of Hillsborough County for 16 years, and made a distinguished record for himself during his incumbency of this important office. He also served on the old City Council of Tampa during the early days.

In addition to his legal practice and judicial duties, Judge Harrison devoted considerable time to writing editorials for the local papers and was recognized as an outstanding literary man. It is interesting to note that he was the publisher years ago of a little book called "Pioneer Families of Tampa," which was really the forerunner of the present more comprehensive work; in the introduction to his book, Judge Harrison expressed the hope that just such a volume would some day be prepared.

Judge Harrison was always much interested in education and served on the County School Board as Chairman, for a number of years, and rendered valuable service in establishing the present school system.

At one time, he was Chief of the North Tampa Fire Department, a volunteer organization, upon which he served without compensation. His last work was during the World War, as Chairman of Exemption Board No. 1.

He was a member of the Board of Trustees of the First Methodist Church. His fraternal affiliations were with the Masons and Knights of Pythias.

He was married on October 15, 1873, to Anna E. Givens, and had the following children: Julia N. (Mrs. Amos Norris); Charles Edward, John E., and Samuel G. Harrison.

Judge Harrison died at Tampa on May 13, 1920.

JOHN MACMILLAN HARVEY

John MacMillan Harvey was born in Calhoun County, Georgia, October 30, 1869, son of Henry H. and Sarah (MacMillan) Harvey.

Mr. Harvey received his education at a branch of the State University of Georgia, located at Cuthbert. Upon leaving school, he became a drug clerk at Cuthbert, and at the age of nineteen years, he passed the State Board of Examination. Two years later, Mr. Harvey removed to Valdosta, Georgia, where he went into the drug business for himself, later organizing the Valdosta Drug Company, wholesale druggists, and continued as President of that concern until 1906, when he came to Tampa.

Mr. Harvey immediately became active in the business world of Tampa, where he organized the City Savings Bank, serving as its first president. The name of this Bank was later changed to the Bank of Commerce. In 1907, Mr. Harvey organized the Peninsular Trust Company, serving as president and director. This Company built the building now occupied by the Bank of Commerce, and later built the Peninsular Trust Company building at Florida Avenue and Polk Street. In 1912, the Latin-American Bank of Ybor City came into existence with Mr. Harvey as president. He later organized the Citizens Bank at Bushnell, Florida; the Citrus County Bank at Inverness, Florida; the American State Bank at Zephyrhills, Florida, and the Bank of Terra Ceia at Terra Ceia, Florida. Mr. Harvey sold all his banking interests several years ago.

The Gulf Ship Company was organized by Mr. Harvey in 1917. He built two large sailing vessels, the "Florence Harvey" and the "Lady Marion." The "Florence Harvey" sunk in 1922, but the Company still operates the "Lady Marion."

In 1922, the Lafayette Investment Company was organized with Mr. Harvey as president. This company bought the valuable Bostain Hotel property on Lafayette Street at the Hillsborough River. In 1923, Mr. Harvey became interested in a large tract of land on the Tampa side of Gandy Bridge, and for the purpose of developing this property, he organized the Bridge Land Company, serving as its first president. Another new and large company which has just come into existence through the activities of Mr. Harvey, is the Sunset Park Company, which is developing a $1,000,000 subdivision known as Sunset Park Beach.

The activities of John M. Harvey have become a valuable asset to Tampa, and he is always ready to come forward to support any movement which will mean a bigger and greater Tampa. While residing in Valdosta, Georgia, Mr. Harvey served two terms as a member of the City Council of that city.

Mr. Harvey was married to Pearl Burton in September, 1893, at Valdosta, Georgia, and they have three children: Henry P., Marion E., who was Queen of Gasparilla in 1923, and Florence Y. Harvey.

Mr. Harvey is Vice-President of the Rocky Point Golf Club, and he has been a member of Ye Mystic Krewe of Gasparilla for the past sixteen years.

IGNACIO HAYA

Ignacio Haya was born at Escalante, Santander, Spain, on December 8, 1842. He had the advantage of a thorough education in his native land, attending the schools of Santander Province. Mr. Haya went to Havana, Cuba, when he was eighteen years of age, and despite his comparative youth, established a cigar factory there. In 1867, he removed to New York City, where he established one of the two first clear Havana cigar manufacturing plants in the United States, and carried on a most successful business for eighteen years in that city.

In 1885, Mr. Haya became interested in Tampa, and after a thorough investigation, he decided it was an ideal place for cigar manufacturing, on account of its favorable climate and the proximity to the source of Cuban labor. It is due very largely to his vision and foresight that Tampa is today the greatest manufacturing city of Florida, and one of the greatest cigar manufacturing centers in the world.

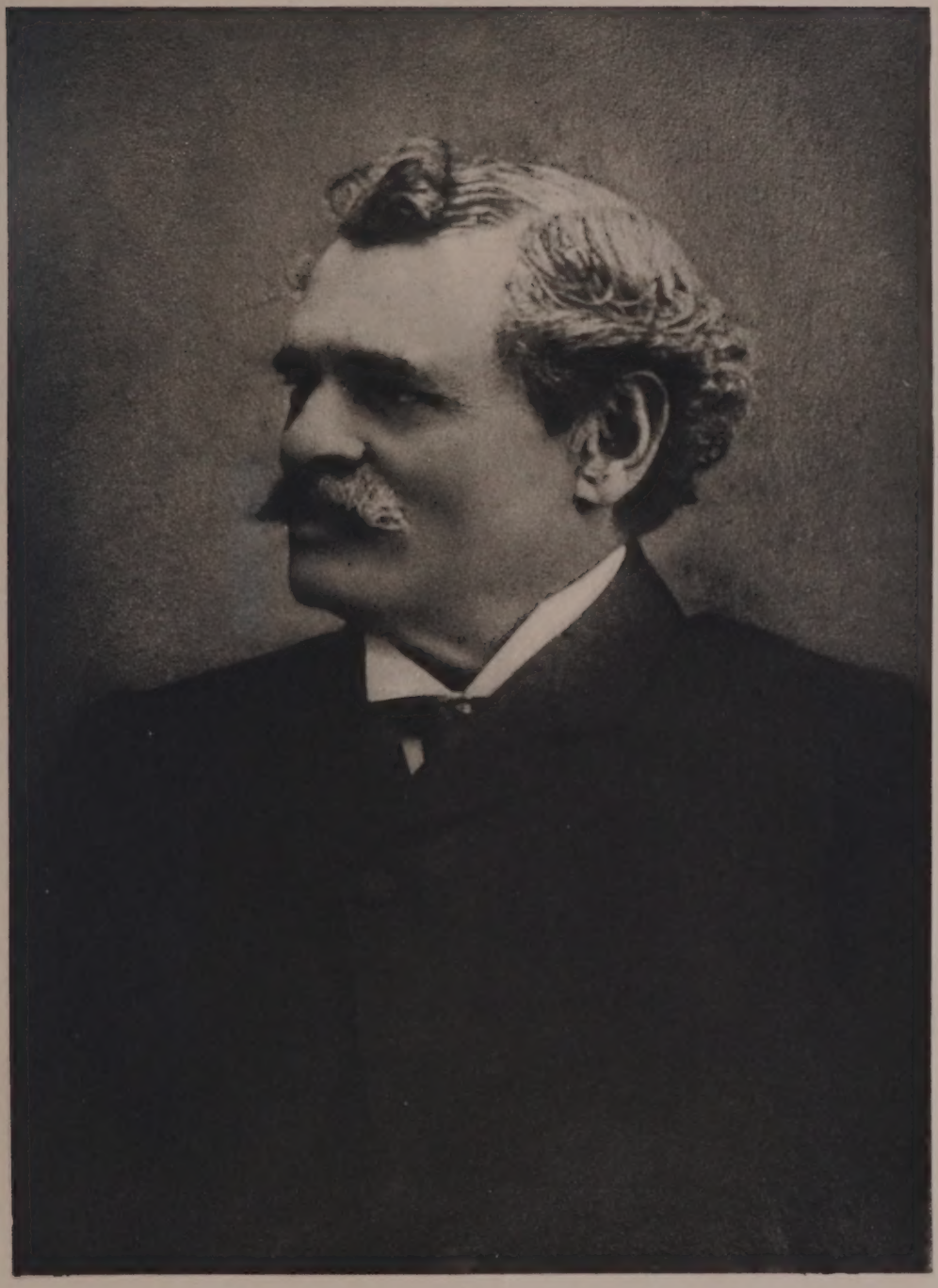
In association with Mr. Sanchez, Mr. Haya opened the first cigar factory in Tampa, which was known as the Sanchez and Haya Factory No. 1, of the District of Florida, and it pointed the way for the development of the great industry which has made Tampa famous.

Around the Sanchez and Haya factory, other factories sprung up, most of them moving from New York City, Chicago, Philadelphia and Key West, and "Ybor City," the picturesque and busy section of Tampa, became a reality. Mr. Haya was called the "father of the Spanish colony," a distinction which he justly merited, and of which he was duly proud.

Mr. Haya was a man of strong will and magnetic personality, and he had the faculty of inspiring the confidence of those whom he entrusted with the accomplishment of difficult undertakings. A man of tender and kindly disposition, generosity and unostentatious charity were outstanding characteristics of his life. His philanthropy in its expression, was as boundless as his initiative and industry.

He was one of the founders of the Centro Espanol of Tampa, a society with both social and benevolent features, which has been a great help to Spanish citizens of Tampa. He was the first President of the organization and was re-elected many successive years.

Mr. Haya was urged on several occasions to become mayor of Tampa, but declined, feeling that he could not spare the time to give proper attention to the duties of the office.



Ignacio Haya

At the time of his death, he was President of the Sanchez & Haya Cigar Company, and the Sanchez & Haya Real Estate Company.

On February 26, 1874, Mr. Haya married Miss Fannie Milledoler, daughter of William Steele and Natalie Milledoler, of New York City. They had one son, Pedro, now deceased. Mr. Haya died at Tampa, May 10, 1906.

W. P. HAZEN

W. P. Hazen, or General Hazen as he was known throughout the South, was born in Watertown, New York, in 1816. He came to Thonotosassa, Florida, in 1879, where he purchased a tract of two thousand acres. Here he set out the first orange groves in Hillsborough County.

General Hazen brought carpenters from Ohio, erected sawmills and built homes for his sons and employees. He was the first man to pay his colored help with money.

He built his own home on the shore of Lake Thonotosassa where he resided until his death in 1903. The home is now the residence of Mrs. H. H. Stebbins, who was formerly Mrs. Philander Hazen, wife of the fourth son of the General.

In 1894, seeing the necessity for some means of shipping his fruit, General Hazen donated land for a depot, and with the help of Henry B. Plant of Tampa, built a railroad from Thonotosassa to Tampa. The depot is still in use and the railroad has just been extended.

In 1897 General Hazen built Grand View Hotel, the resort hotel in Hillsborough County, this proved a very popular hostelry, and in 1890 E. E. Hazen arrived from Ohio to assume charge.

General Hazen was very active in the upbuilding of the village of Thonotosassa, and the large oaks which make King Avenue beautiful were set out by him.

General Hazen was ready to donate land for roads, or any purpose that was helpful to his community.

He left a large estate at his death, nearly two thousand acres of orange groves, the Palmetto Hotel in Tampa, about two thousand acres of farm land in Ohio, and a business block in Cleveland, Ohio.

He is survived by a daughter-in-law, Mrs. Lydia Hazen, and one granddaughter, Mrs. W. P. Rayl, both of whom live in Thonotosassa.

EDWARD E. HAZEN

Edward E. Hazen was born in Portage County, Ohio, in 1842, second son of General W. P. Hazen. He came to Thonotosassa, Florida, in 1890, where he engaged in the citrus industry, he also helped his father operate sawmills. In addition, he ran a general store in the building which is now the home of Mary A. Thomas. The Postoffice was located in this building and Mr. Hazen was the

Postmaster for a number of years. He was also a prominent Mason and the lodge met at his home until suitable rooms could be secured.

Mr. Hazen lived at Grand View Hotel, which he managed until his death in 1907, when his son, Daniel, took charge and operated until his death in 1912, when the hotel was closed.

Mr. Hazen was married in Ohio in 1873, to Lydia A. Robinson, who survives him and makes her home at Grand View. Mr. Hazen also had one daughter, Mrs. W. P. Rayl, who lives in Thonotosassa.

JOHN S. HELMS

JOHN S. HELMS was born at Ashland, Benton County, Mississippi, March 23rd, 1871, son of Joseph Elliott and Marinda Catherine (Prescott) Helms.

He became a student of the public and private schools of Shelby County, Tennessee, and graduated from Union University, Tennessee, with the degree of A.B., and from the Medical School of the University of Tennessee with the degree of M. D. in 1891. He is also a Fellow of the American College of Surgeons, which honor was conferred upon him in 1914.

For five years after his graduation, Dr. Helms served as an interne in the City and County hospitals of Memphis. In 1896 he moved to Manatee County, Florida, where he engaged in the practice of his profession until 1900 when he moved to Tampa.

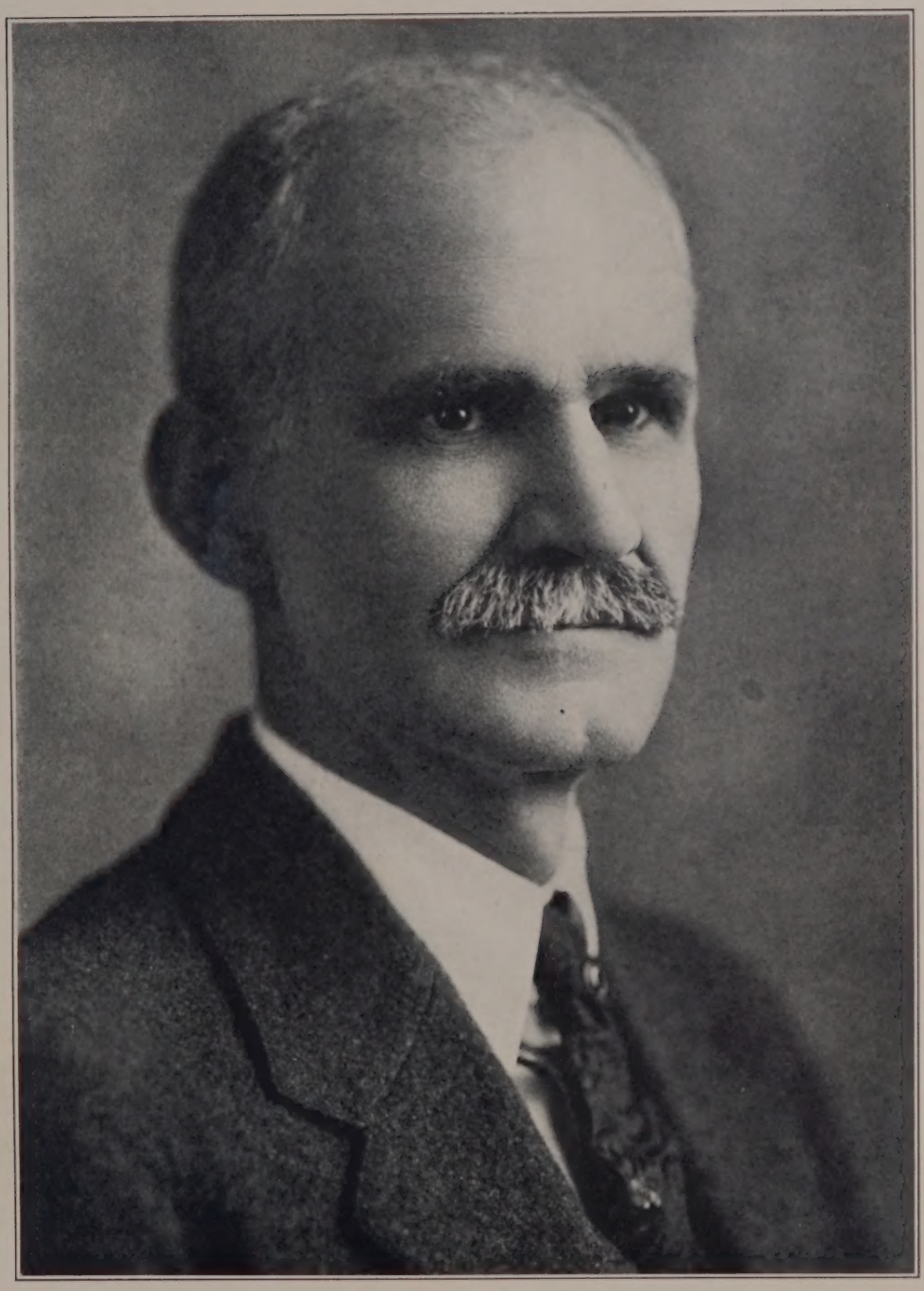
Dr. Helms is known as one of the outstanding surgeons of the South, and he has built up a very large practice in his adopted City. He was Chief of Staff and Director of Surgery of the Bayside Hospital, which he established several years ago and which was recognized as one of the best equipped hospitals in the country. He is Consulting Surgeon of the Tampa Municipal Hospital and is Chief Surgeon of the Tampa Children's Home.

Dr. Helms is a member and actively interested in the various organizations of the medical profession. He belongs to the American, State and County Medical Associations and to the Southern Surgical Association, the American Public Health Association and the Society for the study of endocrinology. He has been president or has held important offices in most of these organizations. He was, during the World War, Chairman of the Medical Advisory Board of District No. 11, and a member of the Medical Section of the Council of National Defense.

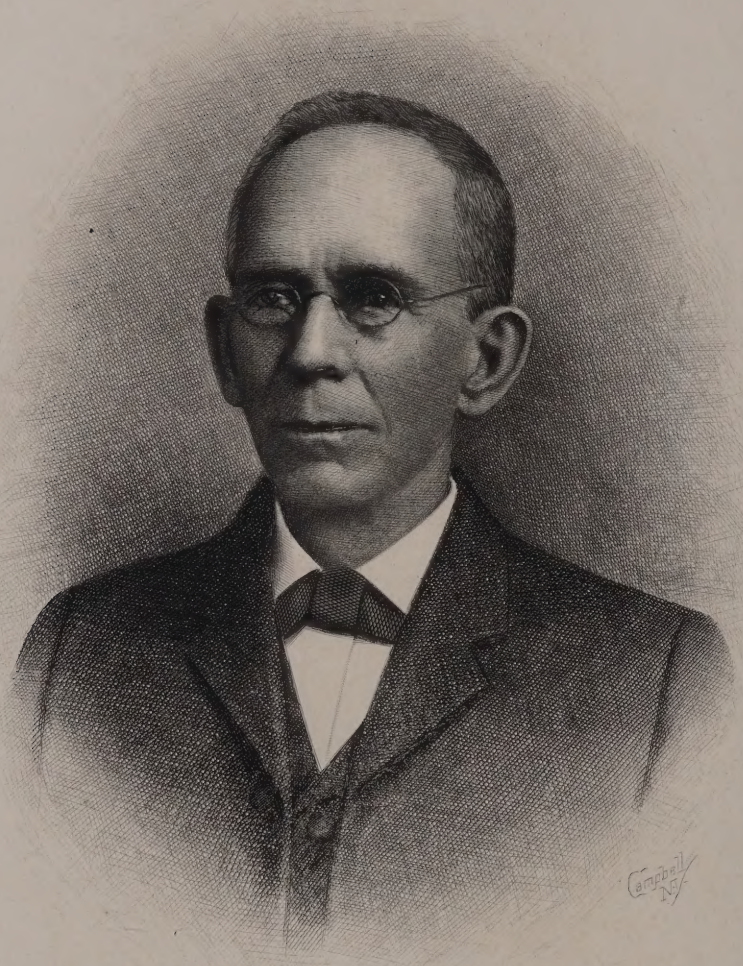
Dr. Helms is an earnest student of his profession and keeps in close touch with the advances made in medicine and surgery by spending a month or more in the larger hospitals of the North each year.

He was one of the founders and the first President of the Lions Club of Tampa, and he belongs to the First Baptist Church. Fraternally, he is a member of the Knights of Pythias and the Elks, Masons and Shriners.

He was married on the 28th day of September, 1925, to Dora Bonacker, and has two children by a former marriage: John S., Jr., and Mary Kathryn Helms Craft.



John D. Helms.



WILLIAM BENTON HENDERSON

William Benton Henderson was born in Jackson County, Georgia, on the 17th day of September, 1839, son of Andrew H. and Flora Olivia (McDonald) Henderson. He came to Tampa with his father in 1846 when the place was known as Fort Brooke and consisted only of a military post and a small trading station.

He did not have the advantage of an early school training. Being the eldest child of a large family, he assumed the responsibilities of self-support and of making his own way at the early age of twelve years.

In 1860, Mr. Henderson was able to purchase a small farm on the Alafia River and shortly afterwards opened a small store there. He continued merchandising and farming until the outbreak of the Civil War a year later, when he joined Captain Gettis' Company "D" of the Seventh Florida Regiment. He went with this company to Kentucky and saw service there for about a year, when his health broke down and he returned home. Recovering his health he applied to the Secretary of war of the Confederacy for appointment in the service, but not receiving an immediate response he enlisted in Captain John T. Lesley's Company. Soon after he entered this company, Captain Lesley was wounded so badly that he was disabled, and Mr. Henderson was placed in command of the company, continuing with it until the surrender. His comrades gave Mr. Henderson unstinted praise as a soldier and officer.

After the war, Mr. Henderson engaged in the cattle business, to which he devoted his attention for ten years. He then bought an interest in Captain John Miller's steamboat and mercantile business, their firm name becoming known as Miller and Henderson. The store stood on the site now occupied by the Times block, and for many years it was the principal business house of South Florida.

The firm also owned a number of steamships and sailing vessels that plied the Gulf waters, and in the early days, furnished almost the only means of communication between Tampa and the outside world.

This partnership continued about ten years, when the Tampa Commercial Company was organized with Mr. Henderson as President and A. C. Wuerpel as general manager. The Taliaferros, Stocktons and D. G. Ambler, of Jacksonville, were also stockholders in this company. On the dissolution of this company, five or six years later, Mr. Henderson retired from active business, although he still retained interests in various enterprises and became identified with others —notably, the Beckwith, Henderson and Warren Real Estate Agency, the Henry Giddens Clothing Company, the Tampa Harness and Wagon Company, etc. He was President of the Bank of West Tampa, President of the West Tampa Land and Improvement Company, President of the Tampa Building and Loan Association, President of the Tampa Publishing Company, and was President of Tampa's first Railway Company. He was for ten years President of the State Board of Health, and for about the same length of time Chairman of the Board of County Commissioners, and for several years Chairman of the County School Board, and

served several terms as a member of the City Council. While he served the people in the various capacities enumerated, it is well known that Mr. Henderson never sought political office nor accepted a salaried position at the hands of the public. He, however, took deep interest in political affairs of the State, County and City and his efforts were always directed towards securing good government and an honest and fair administration of the laws.

Mr. Henderson was largely interested in the orange business for many years. At one time he owned nine groves, aggregating eighty-five acres in bearing trees. He owned property all over South Florida. In De Soto, Manatee and Hillsborough Counties, he owned eight thousand head of cattle; he undoubtedly was the largest cattle man in Florida at one time, and he was the principal shipper of cattle to Cuba from the State for many years.

To give a complete sketch of the life of Mr. Henderson, would be to write the history of Tampa. He came to this city when it was little more than a trading post, no one dreamed that fifty years later he would become the foremost figure of this erstwhile hamlet, and present day metropolis.

He had many interests outside of his strictly business ones: He was a Steward and Trustee in the First Methodist Church of Tampa for many years, he loved his church and was interested in all that tendered toward its success. He gave it money, thought, time and attention. The relations between him and the schools of the county and of Tampa were always very intimate, and as an appreciation of what he had done to promote education in the county, all the public schools of Tampa were closed on the day of his funeral. He was connected with the Tampa Board of Trade for over twenty-five years, and through all these years, he was one of the most active and steadfast workers in promoting the interests of this important organization.

Mr. Henderson took a prominent part in fraternal and other organizations. He was a Mason, an Odd Fellow and a member of the Confederate Veterans. He also belonged to the Tampa Yacht and Country Club.

He was married on the 9th day of February, 1860, to Caroline E. Spencer. Eight children were born to this union; five of whom are now living: Gettis A., Blanche (Mrs. L. W. Weedon); Cora Lee (Mrs. G. C. Warren); John William; and Mattie Ward (Mrs. A. L. Harris).

Mr. Henderson died on May 7, 1909, while on a visit in Illinois.

His funeral held in Tampa on May 10, 1909, was one of the largest and most noteworthy ever held in the city. The Rev. W. J. Carpenter, Pastor of the First Methodist Church, conducted the service at the church, and the following extract is taken from his eulogy of Mr. Henderson:

"History is made up of the acts and deeds of men and women. The growth of the city, state or nation is the crystallized history of those who have been the leaders of its progress and the champions of its development. Biography, expressed in the intellectual, commercial, social, and religious growth of a people makes the history of that period or of that people. Those who in their public acts in their progressive ideas reflect the growth and sentiments of their people are the real makers of history.

"To attempt to eliminate the individual from the movements of civilization is to fail to truthfully record the real facts of history.

"How true these observations are is most forcibly illustrated in the life and achievements of our friend, and fellow citizen, W. B. Henderson. No man can write the history of Tampa or of South Florida and leave his name out; and it is equally true that the biography of W. B. Henderson cannot be truthfully written without writing a large part of the history of the growth and development of Tampa and of South Florida."

JOHN WILLIAM HENDERSON

JOHN WILLIAM HENDERSON is a native son of Hillsborough County, having been born at Tampa on the 5th of October, 1879, son of William B. and Caroline Elizabeth (Spencer) Henderson. His father was one of the outstanding pioneers of Tampa and was generally regarded as the "First Citizen" of Tampa at his death in 1909. His maternal ancestors were also pioneers in Florida, and his grandfather on the maternal side was Sheriff of Hillsborough County in the early days.

John William Henderson received his education in the schools of Tampa and at Donald-Frazier Academy at Decatur, Ga., and at the well-known Eastman Business College at Poughkeepsie, N. Y. After completing his education he worked in various stores in Tampa belonging to his father and subsequently engaged in the real estate and building business for himself and he has erected many of the old landmark buildings of the city. In his real estate operations, Mr. Henderson has shown very keen judgment, and in this respect he takes after his father who acquired a large amount of valuable property.

He is a member of the Methodist Church and belongs to all the Masonic bodies. He is Past Chancellor of Bay Lodge No. 12 of the Knights of Pythias.

He was married on November 18, 1926, to Pearl Ford at Richmond, Va.

ROBERT PRESTON HENDERSON, JR.

ROBERT PRESTON HENDERSON, JR., was born at Bartow, Florida, September 25, 1893, son of Robert Preston and Ellen (Hays) Henderson. His paternal ancestors were from Scotland, and his maternal ancestors from Scotland and Ireland. His parents were both born in Alabama, and came to Florida in 1890.

He attended Hillsborough High School, the University of Florida and Vanderbilt University, from which latter institution, he holds the degrees of A. B. and M. D.

He served in the United States Navy as Medical Officer from 1917 to 1926, resigning with the rank of Lieutenant-Commander.

He began the practice of medicine in Tampa in 1926, and specializes in Urology.

He is a member of the Presbyterian Church, the American Legion, and the Army and Navy Club in Washington. His fraternal affiliations are with the Masons and the Shriners, and he belongs to the Kappa Alpha College Fraternity, the Phi Chi Medical Fraternity and Alpha Omega Alpha Honorary Fraternity.

W. B. HENDERSON 2ND.

W. B. HENDERSON 2ND. was born at Tampa, Florida, May 5, 1895, son of Gettes A. and Hattie E. (Stallings) Henderson. He is the grandson of W. B. Henderson, who was one of the noted pioneers of Tampa.

He received his education in the schools of Tampa, and was a member of the first class which went all the way through Hillsborough High School under Professor E. L. Robinson. He later attended the University of Florida, where he received the Degree of A. B., in 1917.

After leaving college he served in the World War, as a First Lieutenant in the Infantry, having been a member of the 82nd Division in France, where he saw several months' service at the front.

After the Armistice he was connected with the Texas Oil Company for about three years, and was stationed in Texas, and in New Orleans.

He returned to Tampa in 1923, and with others, organized the Tampa Rock Company. He continued in this business until the following year, when he sold out his interests, and bought an interest in the Tampa Sand and Material Company, of which he is now the active head.

He is a Mason and a Shriner, and a member of the Kappa Alpha Fraternity.

He was married at Tampa on the 9th day of October, 1925, to Janette Simmions, and has one daughter, Francis Coralee.

JAMES R. HENDRY

JAMES R. HENDRY was born in Hillsborough County, near Riverview, on December 8, 1874, son of George and Mary (Hague) Hendry. His father was from Georgia and his mother was a native of Hillsborough County.

Mr. Hendry received his education in the country schools of Hillsborough County and for thirty years engaged in the wholesale butcher business and retail grocery business in Ybor City with his brother.

Mr. Hendry was elected County Commissioner from District One in 1924 and was re-elected in 1926 and has filled this important position with great satisfaction to his constituents.

He has always taken a prominent part in public affairs and is a charter member of the East Broadway Civic Association. He is a Mason and a Shriner and holds membership in the Tenth Avenue Baptist Church.

He was married in Hillsborough County to Sadie Chapman and has three children: Laura (Mrs. Roy DeBusk), Otis, and Eloise.

W. MARION HENDRY

W. MARION HENDRY was born on the 8th day of February, 1901, at Fort Myers, Florida, son of Henry A. and Edna (Lankford) Hendry. He is a nephew of the late E. M. Hendry, who was one of Tampa's leading business men.

He received his education in the Lee County High School, and at the University of Florida, where he received the degree of LL. B. in 1924.

He commenced the practice of law in the year of his graduation from college, and was connected with the noted firm of Shackleford & Brown for about a year. He served as Municipal Judge of Tampa from February, 1926, to May, 1927, and on May 18, 1927, he was appointed Judge of the Court of Crime of Hillsborough County.

At the time he was appointed Municipal Judge, he was the youngest one that had ever held this office.

Judge Hendry is a member of the Episcopal Church, the Lions Club, the Junior Board of Trade, the Masons, Shriners and Elks, and his college fraternity is Theta Chi.

He was married at Gainesville, Florida, on July 22, 1924, to Ruth E. Templeton.

HOMER WYNNE HESTERLY

Homer Wynne Hesterly was born in Carroll County, Georgia, November 16, 1889, son of V. Bartow and Lena (Hancock) Hesterly. His paternal ancestors were from England and Wales, and his maternal ancestors from Scotland. Members of both sides of his family took part in the Civil War.

He received his education in Georgia, where he attended high school, and the Georgia School of Technology, graduating in Civil Engineering in 1910. He was Instructor in Manual Training in the Technical High School of Atlanta for about a year, and subsequently was instructor in the same subject in the Manual Training Central High School in Memphis for two years. He was engaged in structural engineering for some time, and was connected with the Joliet Bridge & Iron Company for one year. Later he became Highway Engineer for Crittendon County, Arkansas.

He came to Tampa in 1916, since which time he has been Vice-President of the Turner Marble & Granite Company. He has also been interested in orange-growing in Hillsborough County.

He has taken a very active part in military affairs. He was cadet of the Georgia School of Technology, served in the Second Florida Infantry in 1916, and in the World War as an Officer of the Corps of Engineers, Overseas, December, 1917-August, 1918.

He has been a member of the 116th Field Artillery from its organization to date and at the present time he holds the rank of Lieutenant-Colonel in the Florida National Guards and in the Officers' Reserve Corps. Colonel Hesterly is a member of the Bayshore Baptist Church, the Kiwanis Club, the Manufacturers' Association, the Builders' Exchange, and the American Legion. His fraternal affiliations are with the Masons, Scottish Rite, Shriners and Eastern Star.

He was married to D. Claire Hutchinson, at Auburndale, Florida, on November 24, 1923.

Mrs. Hesterly is an active member of the American Legion Auxiliary, and takes a prominent part in church work.

WILLIAM EDWARD HICKS

William Edward Hicks was born at Louisville, Kentucky, June 24, 1895, son of George W. and Mary H. (Watson) Hicks. His paternal ancestors were English, his maternal ancestors, Irish, and both families settled in Virginia and Tennessee in the early days. His ancestors were participants in both the Revolutionary and Civil Wars. His paternal grandfather was Judge of the Supreme Court of Tennessee.

The subject of this sketch attended Hartsville High School in Tennessee in 1911, and in the summers of 1911 and 1912, he took a course at the Bryant-Stratton Business College at Louisville. During 1912 and 1913 he attended Nashville Bible School of Lipscomb College, and in 1914 and 1915 took postgraduate work at Chaffee Union High School, at Ontario, California.

Mr. Hicks began his business career with the Life & Casualty Insurance Company, at Columbia, South Carolina, on October 18, 1915, where he remained until March 29th, 1917. During the World War, he entered the United States Service in Los Angeles, and went overseas with the Fortieth Division, remaining there nine months. He was discharged at Camp Kearney, California, on May 4, 1919.

In January, 1919, he again became associated with the Life & Casualty Insurance Company, being located first at Nashville, Tennessee; then at Birmingham, Alabama; Asheville, North Carolina; Montgomery, Alabama, and in August, 1922, he came to Tampa, as District Manager for this Company.

Mr. Hicks is Treasurer of the Tampa Underwriters' Association, and President of the Insurance Managers' Association of Tampa, which covers Tampa, St. Petersburg, Clearwater, Bradenton, Sarasota, Plant City, Lakeland, Bartow, Winter Haven, Lake Wales, and the surrounding territory.

He is a member of the First Christian Church of Tampa. He is also a member of the Junior Board of Trade, the Army and Navy Club, the American Legion, and the Reserve Officers' Association in Florida, of which he was Vice-President from 1925 to 1927, and President in 1927-1928.

Mr. Hicks is a Mason, a member of John Darling Lodge of that Order.

He was married at Montgomery, Alabama, on March 22, 1922, to Mildred Gertrude Morton, of Asheville, North Carolina. They have one daughter, Mildred Louise, born December 10, 1923.

Mrs. Hicks is Secretary of the American Legion Auxiliary; a member of the United Daughters of the Confederacy, Order of Eastern Star, and Tampa Civic Association.

LUTHER M. HIERS

Luther M. Hiers was born in Walterboro, South Carolina, February 17th, 1879, the son of G. H. and Frances (Jordan) Hiers. His father was a farmer in South Carolina on a large plantation there.

Mr. Hiers received his education in the public schools of South Carolina and in 1903 moved to Missouri where he followed the occupation of farming and teaching until 1914.

He stopped at Tampa on his way to South America, but was so favorably impressed with the City that he decided to remain there. His first business connection was with the Standard Dredging Company with which connection he remained for about three years. Next he was associated with Harry Durhan in the fertilizer business. Subsequently he was appointed by the County Commissioners of Hillsborough County to a position in the County Traffic Department where he remained until 1924. In this year he was elected Sheriff of the County for a four-year term, commencing in 1925. During his incumbency of the Sheriff's office, he reorganized the entire department. At the time he took office he had one helper and a chief deputy. Now he has an office staff of six, and fifteen deputy sheriffs work out of this office besides three jailors. He has had to combat a wealthy and powerful vice organization in Hillsborough County, and it is to his credit that conditions in the County have very materially improved during his incumbency of the office of sheriff. To this office he brought a stern devotion to duty, backed by many years of experience. He has given general satisfaction to everybody except those opposed to the enforcement of law.

Mr. Hiers served in the Spanish-American War, being a member of the South Carolina Regiment of Heavy Artillery.

He is a member of the Spanish-American War Veterans, of the Tampa Optimist Club, and Tampa Board of Trade, and is a Mason, Shriner, Knights Templar and belongs to the Knights of Pythias, Knights of Malta and the Moose.

He was married in Missouri to Frances Hayes of Australia and has four children: Aulvil, Webb, Lloyd George, and Oranya.

J. HIGHSMITH

J. Highsmith was born in Pike County, Alabama, on Christmas Day, 1867. He received his education in the schools of Alabama, and came to Leesburg, Florida, in 1886. He moved to Tampa in 1895, and engaged in the furniture business at Ybor City for several years. In 1903, he entered the real estate business, which he has engaged in ever since, and is therefore one of the oldest men in length of service in Tampa. He carries on a brokerage business, and also handles rentals very extensively.

He is a member of the Tampa Board of Trade, the Knights of Pythias, and Red Cross.

He was married at Tampa, to Tillie Tichenor, to which union the following children were born: James, Haynes, Mary, Billie, and Theodore.

WILLIAM F. HIMES

William F. Himes was born in New Orleans, January 22, 1879, son of William and Sarah (Allen) Himes. His father was a member of the First Board of Railroad Commissioners in the State of Florida. His mother was a sister of James Lane Allen, a noted writer of national reputation.

Mr. Himes attended the public schools in Sumter County, Florida, and studied law in the office of Colonel John A. Henderson, in Tallahassee. He moved to Tampa in 1902, where he continued the practice of his profession. At first he practiced alone and subsequently was in partnership with Judge James F. Glen. Since 1916 he has been a member of the firm of Whitaker, Himes and Whitaker.

Mr. Himes has held several important public offices, having been State Senator representing the Eleventh Senatorial District from 1913 to 1917 and was City Attorney during the administration of Mayor Gordon. He has been Attorney for the County Board of Education for the past ten years.

He holds membership in the First Methodist Church and belongs to the Knights of Pythias and to the Elks.

He belongs to the bar association and is Ex-President of the Hillsborough County Bar Association.

JOHN D. HOBBS

JOHN D. HOBBS was born in York, South Carolina, in 1877, son of William P. and Kate Hobbs. He comes from an old South Carolina family, many members of which have taken a prominent part in the affairs of that State.

After receiving his early education in the schools of his native state, Mr. Hobbs came to Tampa, and has resided there for nearly thirty years. From 1900 to 1917, he was a partner in the firm of Hobbs & Knight, manufacturers of wagons and harness, the late A. J. Knight and his son having been partners in the business.

He sold out this business in 1917, and went to Kentucky, where he was engaged in the oil business, but still having a longing for Tampa, he returned there in 1923, and has engaged in the real estate business there since this time.

He was married at Tampa to Azella Mays, and has two children: Ellen and John D. Hobbs, Jr.

JAMES HOLDSTOCK, JR.

JAMES HOLDSTOCK, JR., was born at Braddock, Pennsylvania, May 26, 1902, son of James Holdstock and Elizabeth (Dickson) Holdstock. He is of Scotch descent, and his early ancestors settled in New York State.

He received his education in the High School at Troy, New York, at Middlebury College, Middlebury, Vermont, and at the University of Maryland, from which Institution he received the degree of D.D. S. in 1927. He was a well-known athlete at college, having been a member of the football and baseball teams at Middlebury, and of the basketball team of the University of Maryland.

He came to Tampa, June, 1927, and immediately began the practice of dentistry, and is rapidly building up a very successful practice.

He is a member of the Methodist Church, The Lions Club, the Y. M. C. A., National and State Dental Associations, and the Chi Psi College Fraternity.

He was married in Washington, D. C., on the 4th of June, 1927, to Gladys Bean, daughter of George W. Bean.

HENRY C. HOLMES

HENRY C. HOLMES was born in Clinton, North Carolina, on May 7, 1894, son of Richard Clinton and Fanny (Chester) Holmes. He received his education in the schools of North Carolina, at the Hillsborough High School at Tampa, and at the University of Florida, which Institution he attended for two years.

He was a partner in the Holmes-Martin Wagon Company in Tampa for about two years, and later, was with the Florida Citrus Exchange, and still later, was Assistant Manager of the local Western Union Telegraph Company.

During the World War, he served in the United States Navy, with the rank of Ensign, having had active duty on submarine chasers. After the World War, he became connected with the Beman Beckwith Company, Agents for the Hudson and Essex automobiles. He has made a very creditable record with this concern, and is now Vice-President and General Manager. When he joined this Company, about 150 cars a year were being sold; in 1925, over 3,000 were sold.

He is a member of the Tampa Yacht and Country Club, the Tampa Board of Trade, the Palma Ceia Golf Club, and the Alpha Tau Omega Fraternity.

He was married at Tampa to Helen Freeman, and has two children: Almeria and Henry, by a former marriage.

J. N. HOLMES

J. N. HOLMES was born at Joliet, Illinois, on the 15th day of December, 1864, the son of Beacher E. and Frances Holmes.

Mr. Holmes is one of the real pioneers of Tampa, having come there in 1879 with his parents who settled on a farm on the outskirts of the city. Here he worked as a farm boy about three years.

Mr. Holmes early became connected with the wagon and carriage business and was with Binkley & Company for twenty years, subsequently buying out this business, but operating it under the same name until it was liquidated in 1908.

In 1910, in association with Mr. John H. McCraine, he went into the cement concrete business and the firm of Holmes and McCranie existed until 1913 when Mr. S. R. Binkley bought out Mr. McCranie's interest and the name was changed to Holmes & Binkley, which business has since been incorporated under the same name.

Mr. Holmes has always been interested in local politics and in the early nineties was a member of the City Council from Ward No. 2 and Chairman of the Steel Committee for six years continuously. He was Sanitary Chief of Tampa from 1908 to 1910 during the administration of F. L. Wing and was a member and Chairman of the Board of County Commissioners from 1904 to 1906 and was re-elected County Commissioner in 1924 and in 1926. He was a member of the Board of Public Works from 1902 to 1906. He has been much interested in the matter of drainage while on the Board of County Commissioners and he considers this an exceptionally important matter in the country districts. He aided in the

construction of the North Tampa Road and Bridge District, and in the construction of the Florida Avenue Bridge crossing the Hillsborough River, which was named the J. N. Holmes Bridge in his honor. While he believes in public improvements, he also believes economy should be practiced as much as possible in expending public money.

He was married at Tampa to P. A. DeLaney of Louisiana, and has two daughters, Frances Wells (Mrs. P. E. Collins), and Pauline (Mrs. H. H. Barnard).

JOHN B. HOLTON

JOHN B. HOLTON was born at Lutz, Hillsborough County, June 29, 1878, son of Thomas J. and Malvina Jane Holton. His father came to Florida from Georgia in 1884 and settled at Pasco County.

Mr. Holton received his education in the country schools of Pasco County, and in 1899, he moved to Tampa, where he at once became connected with the Fire Department as a driver. He was later promoted to the various posts in the Fire Department, and in 1920, he was made Chief of the Department and occupied this responsible position until December 31, 1927, when he resigned on a pension, after having served honorably in the Department for a period of twenty-seven years.

As an indication of the growth of the City, it is interesting to note that when Chief Holton joined the Fire Department in 1899, there were three stations and nine men employed; at the present time, there are nine stations and one hundred and ten men employed.

Under his administration, the Fire Department of Tampa was raised to a very high point of efficiency, and the equipment now compares favorably with that of any other Fire Department in a similar size city of the United States.

Chief Holton was married at Tampa, to Lena Head of Alabama, and has three children: John B., Lunie, and Jack.

CLARENCE E. HOLTSINGER

CLARENCE E. HOLTSINGER was born at Dandridge, Tennessee, December 29, 1897, son of Eugene H. and Mary (Meek) Holtsinger. The family originally came from Pennsylvania.

Mr. Holtsinger received his education in the public schools of Tampa, to which city he was brought by his parents in 1905. He graduated from Hillsborough High School and subsequently spent one year at the University of Florida.

He joined the Bank of Ybor City in 1916 remaining there for two years, when he became connected with the Exchange National Bank. From 1920 to 1921 he was connected with the insurance company of Lowry & Prince and in the latter year he purchased Mr. Lowry's interest in the business and the name of the concern was changed to Prince & Holtsinger. This has grown to be one of the lead-

ing insurance agencies in the city of Tampa and a very large business is done in fire, casualty, accident and other branches of insurance.

Mr. Holtsinger is a member and Director of the Palma Ceia Golf Club and served as its first President. He also belongs to the Tampa Yacht and Country Club and the Rotary Club. Fraternally he is a member of the Masons and the Alpha Tau Omega College Fraternity.

He was married at Tampa to Elizabeth Scarlet on June 16, 1920, and has two children: Eugene and Hal.

WILLIAM S. HONAKER

WILLIAM S. HONAKER was born in Tampa, Florida, March 17, 1897, son of S. N. and Willie (Wall) Honaker. His paternal grandfather came to Florida in 1885, and his father came here ten years later, opening a furniture business, which he sold out in 1898, to become Treasurer of the Knight & Wall Company.

Mr. Honaker received his education in the primary schools of Tampa, and the Hillsborough High School. His higher education was received at Washington & Lee University, and at the University of Florida.

He has been connected for a greater part of the time since 1915 with the Knight & Wall Company. At the present he is Assistant Treasurer and Credit Manager of this important house.

He has a number of outside business interests, and is President of the Sunnyland Investment Company, and of the Office Equipment Company of Tampa. He is Treasurer of the Tampa Paint & Varnish Company, and Assistant Treasurer of the Knight & Wall Holding Company.

During the World War, he served in the Naval Aviation.

He is a member of the Hyde Park Methodist Church, the Palma Ceia Golf Club, the Tampa Yacht and Country Club, the Tampa City Club, Forest Hill Golf and Country Club, Rotary Club, the Tampa Board of Trade, and the Alpha Tau Omega Fraternity.

He was married at Louisville, Kentucky, April 18, 1923, to Mary Catherine Taggart, and has one daughter, Catherine Lee.

WILLIAM J. HOULIHAN

WILLIAM J. HOULIHAN was born at Lexington, Kentucky, on January 24, 1884, son of William J. and Kate (Murray) Houlihan. His paternal grandparents were from Ireland, and members of the family followed the mercantile business in Kentucky for several generations. He received his education in the schools of his home town, and was connected with the Queen & Crescent Railroad Company for some years after leaving school.

He has resided in Tampa since 1904, and for a period of twenty years, he was Sales Manager for the Knight & Wall Company.

Since 1925, he has been the Tampa representative of the Union Central Life Insurance Company, and has established a very satisfactory business for this large Insurance Company.

He has always taken part in civic affairs, and has worked on various community drives. He is a member and Ex-President of the Palma Ceia Civic Club, and belongs to the First Baptist Church, and to the United Commercial Travelers' Association. Fraternally, he is a Mason, a Shriner, and a member of the Knights of Pythias.

He was married at Jacksonville, Florida, October 5, 1911, to Catherine Bryan, and has three children: William J., Jr.; Fred, and Catherine.

HARRY HOWARD

HARRY HOWARD was born at Hoboken, New Jersey, July 7, 1857, son of Charles Clark and Mary (Rouviere) Howard. His father was a colonel in the Union Army during the Civil War, serving as a member of the 22nd Massachusetts Regiment.

Mr. Harry Howard received his education in the schools of New York City, and at the Brooklyn Polytechnic Institute. He was connected with the American News Company in New York City for a number of years, and in 1887, he moved to Tampa, where he immediately engaged in the sheet metal business, which he followed until the time of his death. He was one of the most efficient and most successful men of his line in Tampa, and he installed metal roofs on many of the noted buildings of the city, including the Tampa Bay Hotel, the Casino, all the old cigar factories at Port Tampa, and many others in the Tampa district.

Mr. Howard was a great believer in Tampa, and showed his faith by investing heavily in real estate in the early days, much of which is still owned by his widow.

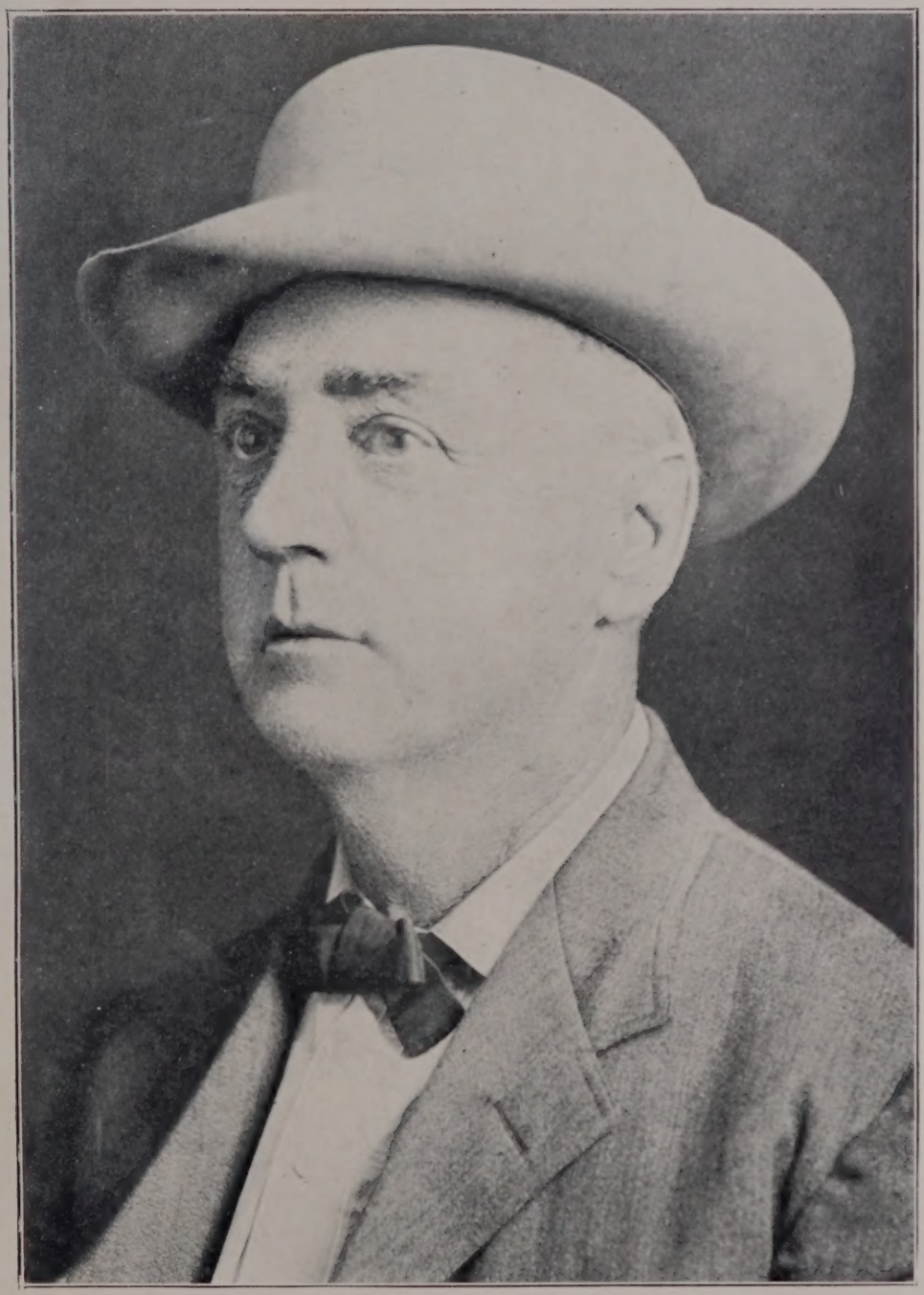
He took an active part in politics, was a member of the old City Council from 1902 to 1904, and served as Secretary of the Democratic Executive Committee of Hillsborough County fourteen years.

He was married in New York City to Frances W. Berry, daughter of W. J. Berry, who came to Tampa in 1885, and established the first tin shop in Southwest Florida.

ROSCOE CONKLING HUBBARD

ROSCOE CONKLING HUBBARD was born at Jaynesville, Mississippi, May 3, 1885, the son of William Jackson and Ella Magee Hubbard. The family was originally from South Carolina, but moved to Mississippi in the early forties.

Roscoe Conkling Hubbard received his early education in the schools of Jaynesville, subsequently attending the Mt. Olive High School and the Agricultural and Mechanical College at Starksville, Mississippi. He left Medical College with the degree of M. D. in 1912.



Harry Howard

He commenced the practice of Medicine at Bushnell, Florida, in 1913 and came to Tampa, January, 1919, where he has continued in the general practice of Medicine, including Minor Surgery. While residing at Bushnell, he was elected Mayor of the town in the year 1916. During the World War, he served successively as First Lieutenant, Captain and Major in the Medical Corps U. S. Army, spending about one year and a half in the service, having been stationed at various posts in the United States ending up in the Surgeons' General Office in Washington, D. C.

Dr. Hubbard is a member of the First Presbyterian Church and fraternally, he is a Mason, Shriner and a member of the Modern Woodmen of the World. Member Hillsborough County Medical Society. Elected President Hillsborough County Medical Society to serve 1928.

He was married at Bushnell, Florida, to Pearl Harrison, and has five children: Eugene, Anne, Ruth, William J., and Elizabeth.

IRA C. HUMPHREY

IRA C. HUMPHREY was born at Augusta, Wisconsin, July 17, 1882, son of Luther C. and Lorenza (Rickard) Humphrey. His paternal ancestors were from Wales, and were pioneer settlers in the state of New York. His maternal ancestors were from England.

He received his education in the high schools of Chicago, and at the University of Chicago.

He early entered the real estate business, which he followed in Chicago from 1909 to 1924, when he moved to Tampa, and entered into partnership with Mr. B. L. Hamner, under the firm name of the B. L. Hamner Realty Corporation, of which he is now Secretary and Treasurer.

Before he took up his permanent residence in Tampa, Mr. Humphrey was interested in the development of Florida citrus lands, and he has always been a firm believer in the future of this State.

In addition to his connection with the B. L. Hamner Organization, he is Secretary and Treasurer of the Florida Realty and Mortgage Company, and holds the same position in the Florida State Savings Association. He was a member of various realty organizations in Chicago, where he still continues his membership in the South Shore Country Club; in Tampa, he belongs to the Tampa Yacht and Country Club, the Forest Hills Country Club, Palma Ceia Golf Club, the Tampa Board of Trade, The Tampa Realtors, the Old Colony Club and The Lions Club. His religious affiliations are with the Baptist Church.

Mr. Humphrey was married to Eunice Hayden Baker, in Chicago.

WILLIAM HUNTER

WILLIAM HUNTER was born in Mound City, Illinois, November 4th, 1857, the son of William and Mary A. (Barrington) Hunter. He is of Scotch-Irish and English descent.

He received his early education in the public schools of Memphis, Tennessee, and then studied law and was admitted to practice in Tennessee in 1878, and he followed the practice of law in Memphis for two or three years.

He came to Tampa first in 1882 but remained only a short time and then moved to Dunedin, Florida, where he practiced law for ten years. In 1892 he returned to Tampa and formed a partnership with the late E. R. Gunby, who occupied an enviable position amongst the lawyers of Florida. Besides carrying on a very important law practice, Mr. Hunter has found time to occupy various high positions directly connected with the legal profession. Under the administration of Mayor M. E. Gillett, he served as City Attorney of Tampa; he served as Referee in Bankruptcy for the Tampa Department from 1902 to 1914.

He has been President of both the State and County Bar Associations, and for many years was very active in the work of the American Bar Association and for some time was its representative in Florida. He is a member of the Palma Ceia Golf Club and of the Tampa Kiwanis Club. In fraternal affiliations he is a Mason and a member of the Knights of Pythias.

He was married in Ohio on the 10th day of October, 1887, to Dora Tennery and has four children: Ivydelle (Mrs. C. H. Rusk), W. F., Frank T., and Dr. M. G. Hunter.

JOHN CARL HUSKISSON

John Carl Huskisson was born at Knoxville, Tennessee, May 5, 1894, son of George Washington and Eliza Jane (Huffacker) Huskisson.

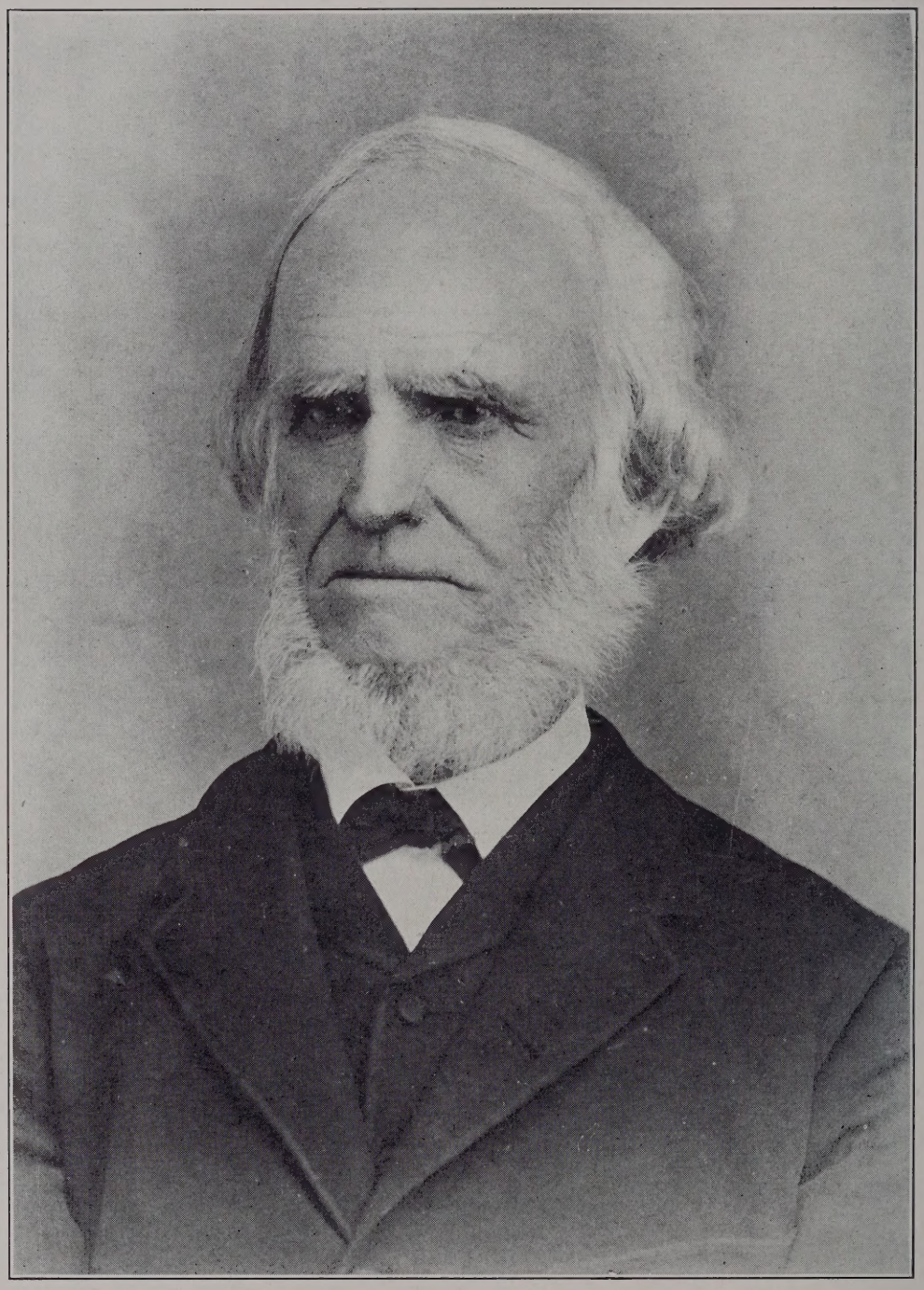
The subject of this sketch received his education in the schools of Knoxville, Tennessee, and moved to Danville, Kentucky, where he engaged in the railroad business. Next he went to Chattanooga, Tennessee, and was connected with the Chattanooga Medicine Company for some time. He later moved to western North Carolina, where he did railroad construction work, and from there he moved to Knoxville, Tennessee, and became connected with the Fulton Company.

He moved to Tampa, May 20, 1920, and for five years, held an important position with the Tampa Inter-Ocean Steamship Company, from which connection he resigned to enter the real estate business; he is Ex-Secretary of the Tampa State Realty Board.

His service during the World War is particularly deserving of mention. After taking the Officers' Training Course at Fort Oglethorpe, he became a First Lieutenant in the Infantry, and ultimately served at various posts in the United States. After the World War, he was employed by the United States Shipping Board, and traveled around the world in its interests.

Mr. Huskisson is a Mason and a Shriner, being a member of Egypt Temple in Tampa. His religious affiliations are with the Methodist Church.

He was married at Daytona Beach, Florida, to Nellie Irene Stilling, on June 9, 1920, and has one son, John C. Huskisson, Jr.



John Jackson

JOHN JACKSON

JOHN JACKSON, the founder of this family in Tampa, and in America, was the son of Hugh and Ann (Corcoran) Jackson, of Ballybag, County Monaghan, Ireland, where their son John was born. His parents never came to America. They had another son, Thomas, who also migrated to America. He was accidentally drowned in the Manatee River while on a fishing trip.

John Jackson arrived in America in 1841, and settled first in the city of New Orleans, where he became an assistant civil engineer. Later he went to live on the Manatee River near where the town of Palmetto now stands. He entered from the government a large tract of land in that neighborhood in 1843. He took up his residence in Tampa in August, 1847.

Mr. Jackson, being a skilled civil engineer and land surveyor, was extensively employed by the United States government in surveying government lands in Florida, from his first residence here, and for many years after. His official superior in that work was Colonel Butler, who was Surveyor General of the State of Florida. It was in honor of this officer that Lake Butler, now in Pinellas County, was named.

St. Augustine was the headquarters of the surveyor general's office at this time, and on the occasion of a visit upon official business by Mr. Jackson, he met there Miss Ellen Maher, to whom he was introduced by Colonel Butler. This lady he married on the 22nd of July, 1847.

In the year 1846 the county seat of Hillsborough County was established at Tampa, and the national government donated to the county one hundred and sixty acres of land lying north of and adjoining the military post of Fort Brooke for a county seat.

John Jackson was employed to lay this off and in the year 1847 made the first survey. This embraced the land lying within the following boundaries: Whiting street on the south, a line running through the tier of blocks lying between Morgan and Pierce streets on the east, a line approximating the course of Madison street on the north and the Hillsborough River on the west. In 1850, Mr. Jackson made a second survey, which took in a tract on the east side of the former survey, extending from the line mentioned as running through the tier of blocks between Morgan and Pierce streets eastward to East street. In 1853 a third survey was made, taking in the tract extending from the northern boundary of the first survey to a line that crosses Franklin street at the intersection of Harrison street.

In the last mentioned year (1853) Mr. Jackson made a map embodying the three surveys that he had laid out. This map was, and is still, known as "The general map of the city of Tampa made by John Jackson, surveyor, in the year 1853." It has been ever since the basis of all descriptions contained in deeds conveying any portion of the original area of the city.

Mr. Jackson, during the years that he actively followed the business of land surveyor, fulfilled many contracts for the United States government for surveying the national domain in Florida, and his labors covered much of the territory of

the state, especially in this southern portion. He surveyed a great deal of the Miami country and other sections on the East Coast.

His activity in this line brought him frequently into contact with the Indians, who were naturally distrustful of his work in running lines through what they deemed their domain; but his uniform kindness to them and his consideration of their feelings as far as permitted by his duties gained him their personal good will.

Mr. Jackson selected the names for the streets marked out for the future city, calling the majority of them for the Presidents of the United States, though a number of them, such as Lafayette, Cass, Morgan, Marion, Twiggs, etc., bear the names of other distinguished men.

In 1849 John Jackson engaged in the general mercantile business near the corner of Tampa and Washington streets, and he continued this business, with an interruption of several years during the Civil War, until his death, in 1887.

John and Ellen (Maher) Jackson were the parents of four children that grew to maturity, all of whom were born in Tampa. These were Thomas E., James A., Kate V. and John A.

THOMAS E. JACKSON

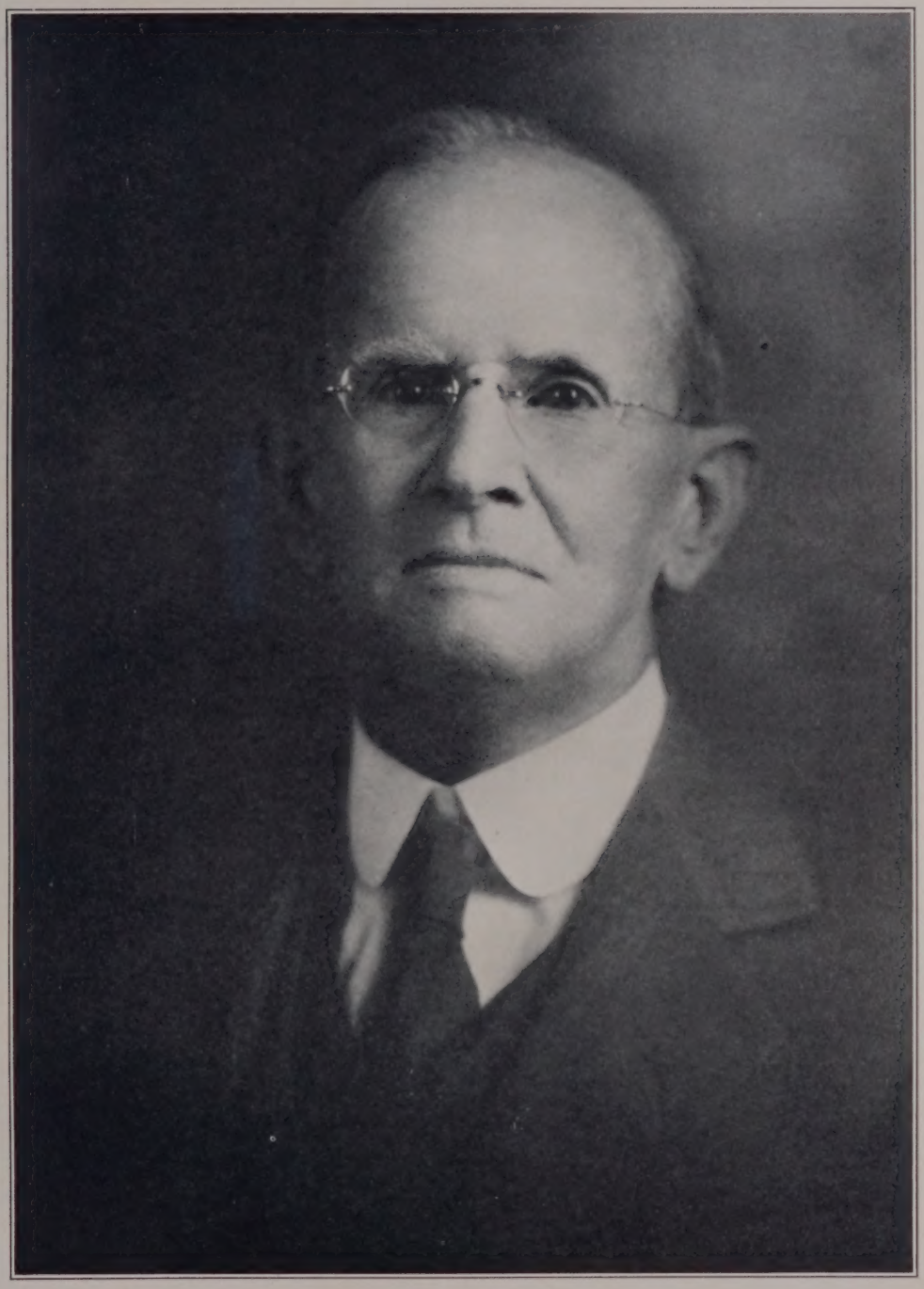
THOMAS E. JACKSON was born at Tampa, Florida, July 9th, 1852, the son of John and Ellen (Maher) Jackson. It is believed that Mr. Jackson is the oldest native born citizen of Tampa still residing there. He received his early education in the schools of Tampa and in 1867 he attended Fordham University two years. Upon leaving there, he returned to Tampa and engaged in the mercantile business with his father and after his death in 1887, he continued the business alone for about eight years. This business was a general store in connection with which a lumber business was operated. The Railroad was furnished with most of the timber used in building the line from Tampa to Kissimmee by this firm.

After the freeze of 1895, Mr. Jackson discontinued the mercantile business and for some time was employed in the United States Custom House at Tampa. During the last twenty-odd years he has been interested in buying and selling real estate and has amassed a small fortune in this business.

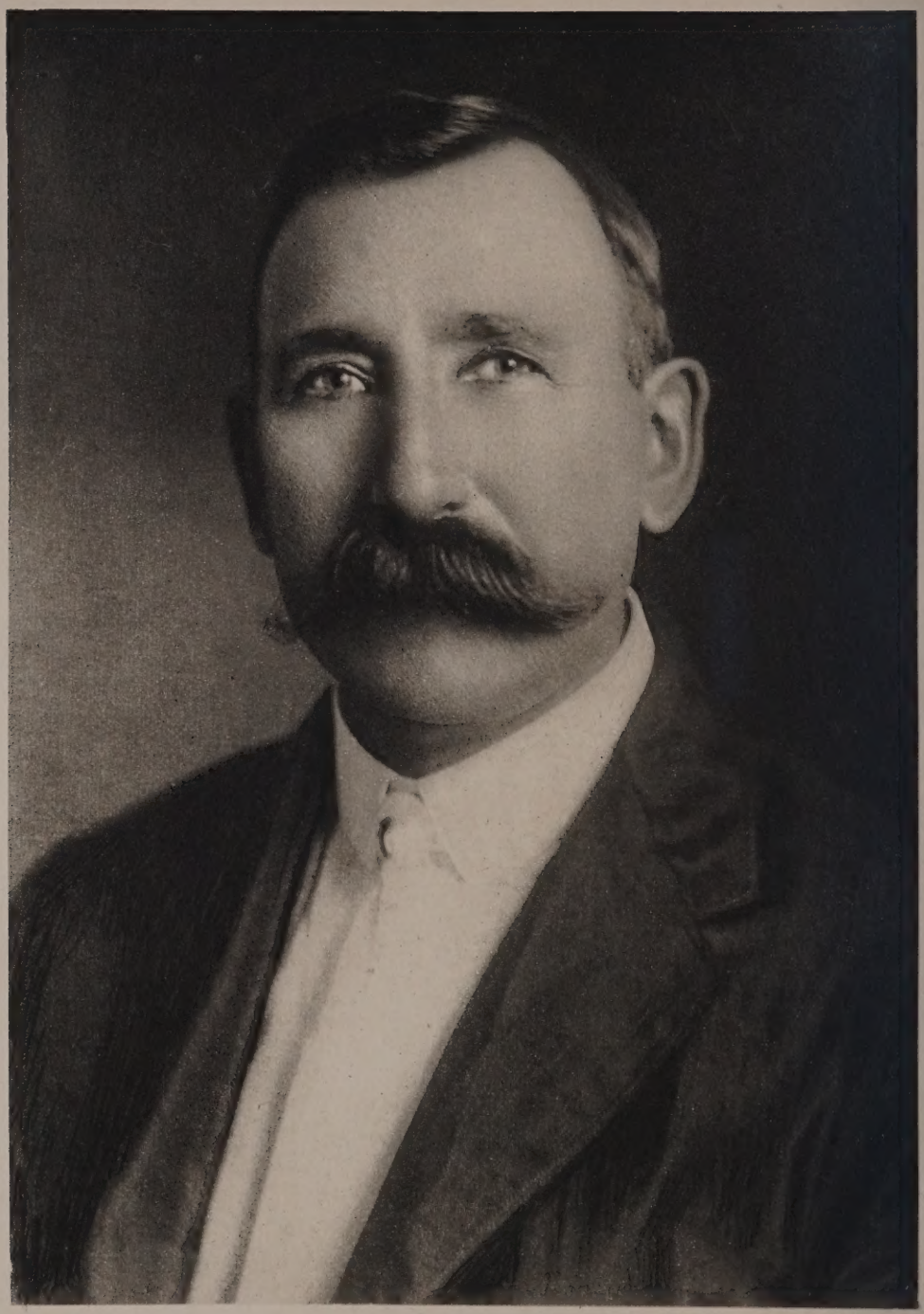
He was Mayor of Tampa in the early seventies and was re-elected again about 1890. He served one term as County Commissioner, and served five terms of two years each as County Treasurer. As an indication of the growth of Tampa, and of the increase of the amount of money collected as county taxes, the first term he served as County Treasurer he was only required to give bond of $15,000, while for the last term the bond was increased to $100,000.

While he was Mayor of the City, the first bridge across the Hillsborough River was built and the present site of the City Hall was purchased.

Mr. Jackson is a remarkable living proof of the healthful climate of Tampa, as at the age of seventy-five he looks and acts the part of a man many years younger. He attributes his long life and healthfulness not only to the excellent Florida climate but to simple living and lack of excesses of any kind.



Thos. E. Jackson



A. H. Johnson

He is a devout member of the Catholic Church.

He was married at Tampa on the 28th day of October, 1877, to Kate E. Warner and has two surviving children: Mary Ellen (Mrs. T. R. Carty), and John E.

FRED J. JAMES

Fred J. James was born in Ontario, Canada, on the 9th day of October, 1869. Deciding early in life to become an architect, he started work at the age of fourteen in one of the branches of the building trade and by much effort and study and without the aid of a regular college education, he became an architect.

He came to Tampa, Florida, in 1885 and is therefore one of the oldest residents of the city and one of the oldest practicing architects in the city. Among the important buildings which Mr. James has designed in and around Tampa may be mentioned the Carnegie Library, new county jail, several school buildings including the Thomas A. Edison School, the remodeling of the Tampa Bay Hotel, and the Tampa Daily Times building.

Mr. James has held various important positions in line with his profession. He is chairman of the Building Code Committee which revised the building code of the City of Tampa. He is a member of the State Board of Architecture; also of the American Institute of Architects, and is vice-president of the Florida Chapter of this institute.

He is a Mason and a Shriner and is an active member of the Tampa Board of Trade.

ALBERT H. JOHNSON

Albert H. Johnson was born near Pontiac, Michigan, October 26, 1852, son of Charles B. and Delia (Balsh) Johnson.

He received his education in the schools of Michigan and early in life entered the building trade.

At the age of twenty-seven, he came to Tampa and immediately engaged in the building business there, and during the latter years of his life, he practiced Architecture.

Mr. Johnson was either connected with the building of or designed many of the important old buildings and a number of the important new buildings of the City, among which may be mentioned: The Hillsborough County Court House, the old First National Bank Building, the old First Baptist Church and the new Tampa Heights Methodist Church, the A. C. Clewis home and Peter O. Knight's home, both among the finest residences in the city of Tampa.

When the Tampa Bay Hotel was enlarged by Mr. Plant, he was in charge of the work.

At the time of his death, Mr. Johnson was the oldest practicing Architect in the City of Tampa and he was one of the first, if not the first, Architect in the City.

The many magnificent buildings which he built or designed stand as impressive monuments to his name. He built the first house in Tampa that was plastered and he also built the first stucco house in the city.

He was married at Huntington, West Virginia, to Mary Unseld, who survives him with three children: Josephine, Albert and Mary Margaret. Mr. Johnson died at Tampa, October 16, 1925.

HARRY M. JOHNSON.

HARRY M. JOHNSON was born in Morgan County, Georgia, on the 24th day of September, 1876, the son of William E. and Ella V. (Coleman) Johnson.

His parents came to Tampa in 1900. His father was actively engaged in the real estate business for some time, and his mother is still living in the city. He attended school in Georgia and his first occupation was in the Postoffice at Atlanta, Georgia.

He came to Tampa in 1903 and immediately became connected with J. Q. Brantley Wholesale Grocery Company. He has been President and active head of the Company since the death of Mr. Brantley in 1924. This Company was established in 1893 and is one of the oldest wholesale grocery establishments in Tampa.

He is a member of the First Baptist Church in Tampa and was married to Eva Brantley at Tampa and has one daughter, Sara B.

LEO F. JOHNSON

LEO F. JOHNSON was born at Nashville, Tennessee, on September 28, 1888, son of H. E. and Mary Johnson.

He received his education in the schools of Tennessee, and came to Tampa in 1914 from Mobile, Alabama. He entered the stationery, office supply and office furniture business in Tampa, in 1916, establishing the Florida Office Supply Company, which has grown to be one of the largest concerns of its kind. Mr. Johnson is past President and Director of the Tampa Merchants Association, and also past President of the Southern Division of National Association of Stationers and Manufacturers Association, also past Auditor of National Association of Stationers and Manufacturers.

He belongs to the Catholic Church, and is President of the local Exchange Club, and also past President of the State Exchange Club. He belongs to the Tampa Board of Trade, and to the Palma Ceia Golf Club, and Forrest Hills Country Club, and was Director in the last Community Chest. He is also actively interested in the local Y. M. C. A.

He was married at Tampa on April 6, 1916, to Gertrude Clarke McFadden, and has three children: Betty, Patty, and Barbara.

FRANCIS D. JONES

FRANCES D. JONES was born in Corrunna, Ontario, Canada, on September 7, 1881, son of John R. and Sophie E. Jones.

The family moved to Tampa in 1883 where his father practiced law for a number of years.

Francis D. Jones received his education at Tampa and after leaving school served through the Spanish-American War when he was sixteen years of age, on a U. S. Transport. While doing so he was a member of both the Shafter expeditions to Cuba and the Miles expedition to Porto Rico.

He afterwards followed various occupations in different parts of the country until 1911, when he joined the Gulf Refining Company as a salesman at Jacksonville. For the past sixteen years he has been connected with that company at Tampa as manager of the local branch.

He is a member of the Catholic Church, the Elks, the Knights of Columbus and the Tampa Rotary Club.

He was married at Tampa on January 17, 1905, to Stella P. Stevens and has one son, Frank D. Jones, Jr.

ROBERT T. JOUGHIN

ROBERT T. JOUGHIN was born at Terrel, Texas, March 4, 1880, son of R. J. Joughin and Leonora E. Joughin. His parents moved to Sanford, Florida, when he was only four years old, and there he received his early education in the schools of that city. He afterward took special commercial courses, and courses in Plumbing and Heating Engineering.

He came to Tampa in 1898, and immediately engaged in the Plumbing and Heating business, which he has followed ever since. He is recognized as one of the leading men of the city in his line, and he has done the plumbing and heating work in many of the important buildings in and around Tampa, among which may be mentioned: Citizens Bank & Trust Company Building, the Stovall Building, Maas Bros. Building, the Centro Espanol, W. B. Henderson and James Madison Schools of Tampa, the High School at St. Petersburg, Belleview Hotel at Belleair, Florida, Orange Court Apartments at Orlando, together with many other business and residential buildings in this section of Florida.

Mr. Joughin has always taken an active interest in civic affairs, and in everything tending toward the improvement of his adopted city. He has likewise been interested in politics, and in 1916, he was elected a member of the Democratic Executive Committee of Hillsborough County, for a term of two years, and was re-elected in 1918, serving as Chairman of this important Committee during his second term.

During the World War, he served as a member of the District Exemption Board for Southern Florida, and he discharged his duties in connection with this position very thoroughly. In 1917, he was appointed by the Governor, a member of the Board of Pilot Commissioners for Hillsborough County.

He has always been very active in Masonry, in which he holds the 32nd Degree, and he is also a Knight Templar, a Shriner, and an Elk and belongs to the Royal Order of Scotland and a Knight of the Red Cross of Constantine. He is a member of the Tampa Board of Trade, and of the Rocky Point Golf Club.

He was married in Tampa in June, 1909, to Lula M. Jackson, who is deceased. He has one daughter, Lula Margaret.

WALLACE A. JOUGHIN

WALLACE A. JOUGHIN was born July 11, 1878, at Memphis, Tennessee, son of R. J. and Leonora (Messinger) Joughin. His father came from the Isle of Man and his mother was a Virginian, having been born in Richmond.

The subject of this sketch received his education at Sanford and at the University of Florida.

He came to Florida in 1890 and settled first at Sanford. He later moved to Tampa, and entered the plumbing business, in which he has been engaged until the present time. He was a contractor in both plumbing and heating, and some of the principal buildings, in which he installed the plumbing and heating systems are as follows: Schaarai Zadek Temple, First Baptist Church, the Philip Shore School, the Hillsborough High School, Grover Cleveland School, Broward School, Brewster Vocational Training School, Interbay School, Franklin Theatre, Atlantic Ice & Cold Storage Company's Plant, Crane Company Building, Olive Hotel, Bentley Gray Dry Goods Company's Store, Lee Terminal Building, International Bank Building, United Paper Company's Plant, and the Palace of Florence Apartments on Davis Islands.

Mr. Joughin is a veteran of the Spanish American War, having been a member of the First Florida Volunteers. He also took an active part in the World War, and was a Captain in the Coast Artillery. At the present time he holds a commission in the Officers' Reserve Corps, and he is State Secretary of the Reserve Officers' Association.

Mr. Joughin belongs to the American Legion, the Tampa Elks Lodge, of which he is Past Exalted Ruler. He is District Deputy for the West Coast of Florida for this organization, and Second Vice-President of the State Association of Elks. He is Past Departmental Commander for Florida, of the United Spanish War Veterans. Mr. Joughin is also a Mason and a Shriner, and belongs to the Tampa Board of Trade, the Tampa Motor Club, and the Tampa Builders' Exchange.

He was married on December 14, 1911, to Anais Valeton and has the following children: Anais, W. A. (Bert), Jr., and Jack.

He resides at 2506 Prospect Road.

THOMAS C. KELLAR

THOMAS C. KELLAR was born at Savannah, Georgia, July 7, 1885, son of John A. and Susan (Ely) Kellar. His father fought in the Civil War, having been a member of a Georgia Regiment. He subsequently engaged in farming and stock-raising in Georgia.

Mr. Thomas C. Kellar received his early education principally in Georgia, and he later attended Stetson University at DeLand for a year.

He came to Tampa in 1900, and engaged in the clothing business with his brothers, Gordon and Robert Kellar, under the firm name of the Kellar Clothing Company. He was elected City Treasurer in 1915, which office he has held continuously since that time, and in 1921, he was elected Tax Collector which office he also still retains.

He is a member of the Elks and the Knights of Pythias.

He was married at Lake City, Florida, to Jewel Terry, in January, 1920.

FRANCIS J. KENNARD

FRANCIS J. KENNARD was born in London, England, March 15th, 1865, came to the United States in 1886, settled first in Putnam County, Florida, subsequently he moved to Orlando where he practiced architecture from 1888 to 1895. In the latter year, he moved to Tampa, where he has been in the active practice of his profession ever since and is therefore the oldest practicing architect in the City in length of service.

Mr. Kennard has many notable buildings to his credit in the southwest part of Florida, among which may be mentioned the Belleview Hotel at Belleair, the Pinellas County Court House, Lee County Court House, Citizens' Bank Building of Tampa, also the Floridan Hotel, Citrus Exchange Building and many other important buildings, including the New Hillsborough High School now in the course of erection at Tampa.

He is a member of the American Institute of Architects, The Florida Association of Architects and the Tampa Association of Architects.

HENRY M. KILGORE

HENRY M. KILGORE was born at Ratcliff, Texas, on the 25th day of December, 1881, son of J. D. and Jane (Adair) Kilgore. He received his education in Texas and came to Florida in 1902, residing first at Bartow, where he remained for three years. In 1905 he moved to Tampa and five years later changed his residence to Plant City, at which time he established the Kilgore Seed Company. This very successful business began in a very small way, but under Mr. Kilgore's very capable management it has grown in a very short time to be one of the largest seed houses in the South.

The main office of the company is located at Plant City, but retail stores are maintained in the following towns in Florida: Palmetto, Wauchula, Moore

Haven, Canal Point, Sanford, and Vero Beach. Practically every kind of seed used in Florida is handled, as well as many allied lines, including: bee-keeping supplies, crate material, fertilizer, poultry supplies, incubators, brooders, insecticides, rose bushes, and canning machines. While the bulk of the company's business is done in Florida, the volume of business outside the state is greatly increasing due largely to the advertising which is done by the company and by the distribution of a very complete and admirably gotten up catalog, of which 65,000 copies were printed of the last edition.

In addition to a great amount of his time which is required for the operation of his own business, Mr. Kilgore has done his part in civic affairs, and in this connection he is a Director in the East Hillsborough County Chamber of Commerce, also a director in the Hillsborough State Bank, and a member of the Plant City Kiwanis Club. He belongs to the American Seed Men's Association and also to the Southern Seed Men's Association, of which latter organization he served as President during 1926.

He was married at Tampa on the 7th day of March, 1904, to Flossie Z. Motes, to whom he gives credit for the idea of establishing the Kilgore Seed Company and who gave him a great deal of assistance when the business was in its infancy. Mr. and Mrs. Kilgore have five children: Naomi, Mildred, Otis, Lois, and Madison.

ANDREW J. KNIGHT

ANDREW J. KNIGHT was born at Knight's Station, Hillsborough County, December 20, 1857, son of Joel and Virginia (Mitchell) Knight. His father and grandfather were pioneers in Florida, having come to this state in the early days from Georgia. His grandfather had a farm near the present site of Plant City, and there, and later at Charlotte Harbor, he raised his large family, consisting of eight sons and seven daughters. Andrew J. Knight's father served throughout the Civil War in the Confederate Army, and spent the greater part of his life as a farmer and cattle dealer in Hillsborough County. On the maternal side, Mr. Knight was descended from the same family as the late Governor Mitchell of Florida.

Mr. Knight attended the public schools of Hillsborough County, and subsequently studied law in Tampa, and was admitted to practice but business proved more attractive to him, and he never followed the legal profession. In the early eighties, he entered the mercantile business, and owned and operated a general store on Washington Street, then the main business Street of Tampa; he sold this in 1887, and then became interested in the real estate business, which he followed for many years with notable success. In association with the late Edward M. Hendry, he organized the firm of Hendry & Knight, which has long occupied a foremost place among Florida real estate companies. The firm owned and developed the "Garrison" section of Tampa, and put on one of the first, if not the first subdivision in the city of Tampa. As another part of the activities of the Company, the Hendry & Knight Terminals were built and made available for

A. J. Kingsbury

Tampa's growing maritime commerce, and they also constructed what is known as the Hendry-Knight Channel, in connection with their terminals.

Mr. Knight was without doubt one of the largest real estate operators who has ever resided in Tampa; he bought and sold millions of dollars worth of property during his long residence here, and solely by his own efforts, he became by the year 1924, the largest owner of real estate in the city. However, in this year, he deeded the major portion of his income-bearing property to the Citizens Bank & Trust Company as Trustee to be held in trust for fifteen years for the benefit of his seven children. This property included lots one to six of Block No. 1, and lots two and three of Block No. 12, of the plan of North Tampa, Clark's Subdivision.

Mr. Knight exhibited great sagacity and far seeing judgment in the handling of his large holdings; his foresight was marvelous and it was a common saying that he never made a blunder. During his long life of activities in business and civic affairs everybody came to know him, and he was prominently identified all over southwest Florida. It is impossible to estimate what his activities meant to the city of Tampa, but it is true that he had a very great deal to do in making Tampa the outstanding city it has become. Although well along in years at the time of his death, he was active in business and civic affairs up until the day he died.

While always interested in politics, he steadfastly refused to run for public office, although in the early days, he served as a member of the Board of County Commissioners. He is probably one of the few men who have ever refused an appointment to serve in the United States Senate, but he did refuse an offer of appointment to fill a vacancy in this august body made by the late Governor N. B. Broward. He did his "bit" during the World War by organizing for the United States Emergency Fleet Corporation, the Tampa Dock Company, for the construction of wooden vessels, and six such vessels were constructed during the war period.

He was a devout member of the First Methodist Church, and a liberal contributor to it, as well as to various charitable institutions. His fraternal affiliations were with the Knights of Pythias and the Elks.

Mr. Knight was married the first time to Flossy Clark, daughter of E. A. Clark of New York. She died in 1910, and he then married Ruby Leon Marcum, which marriage took place on the 18th day of September, 1918, in New York City.

He died on the 28th day of September, 1926, and is survived by his widow and seven children by his first marriage.

The "Tampa Times" paid him the following editorial tribute at the time of his death:

"It is the friends of 'Jack' Knight who will miss him most, aside from the members of his immediate family. Men of his type are so rarely found that their going makes the world poorer. But there is this consolation—the same world is all the richer from their having lived in it."

CHARLES L. KNIGHT

CHARLES L. KNIGHT was born March 31, 1861, at Knight's Station, near Plant City, Florida. The son of Joel and Virginia (Mitchell) Knight. His father came to Florida from Georgia in the early days before the first Indian War. When he was eight years old the family moved to Manatee County where he received his early education, and where subsequently he engaged in the cattle business.

In 1889, Mr. Knight moved to Tampa, and became connected with the firm of Knight & Wall, in which he owned a substantial interest.

During the last few years he has been actively interested in the real estate business, and has bought and sold thousands of dollars worth of property, in and around Tampa. In 1921, the firm of C. L. Knight & Son, was organized, his son, Richard, being made a member of the firm; in 1925 his son, Eugene, was taken into the business. The firm conducts a general real estate business, but is engaged principally in buying and selling property on its own account.

Apart from his interest in real estate, Mr. Knight is a director in the Citizens Bank & Trust Company. He is also President of the Estuary Development of Tampa, which owns a great deal of water front property.

He was married in Tampa to Daisy Wall in 1889, and has four children: Lois (Mrs. J. P. Henderson); Eugene, Richard E., Barbara (Mrs. J. W. Du Pree).

JOHN C. KNIGHT

JOHN C. KNIGHT was born near Knight's Station, Hillsborough County, Florida, on September 1, 1871, son of William S. and Martha (Collins) Knight. He comes from a very old family of Hillsborough County, many members of which have been persons of great prominence.

He acquired his early education in the public schools of Hillsborough County, and subsequently attended Stetson University at DeLand. He then entered the Medical Department of the University of Nashville, where he graduated with the degree of M. D. in 1900. At intervals during his large practice, he has taken post graduate courses in the New York Polyclinic, and at the Post Graduate School of Medicine, in New York.

Soon after completing his education, Dr. Knight began practice at Plant City, which he has followed ever since. He has served as a local health officer for the past fifteen years, and for nearly thirty years, has been local surgeon for the Seaboard Air Line Railroad.

He is a member of the American, State and Hillsborough County Medical Associations, being Ex-President of the latter. His fraternal affiliations are with the Masons, Shriners, Knights of Pythias and Knights Templar.

Dr. Knight was married at Plant City to Mary Wells, and has two children: Mary (Mrs. O. O. Ashworth), and John C. Knight, Jr.

L. E. KNIGHT

L. E. KNIGHT was born at Tampa on February 22, 1882, son of A. J. and Flossy Wall (Clark) Knight. His father was one of the outstanding citizens of Tampa for many years, and his mother was born in Tampa, and was the daughter of E. A. Clark, who was one of the large property owners of the city.

Mr. L. E. Knight received his education in the schools of Tampa, and for many years, was associated with his father in most of his business enterprises. Mr. Knight was one of the founders of the Tampa Dock Company, and is Vice-President and Treasurer of this important concern.

He has been actively interested in the Insurance business for a number of years, and is head of Knight Brothers Insurance Agency.

He belongs to the Methodist Church, and his fraternal affiliations are with the Masons and Shriners. He is also a member of the Tampa Yacht and Country Club, and of the Board of Trade.

He was married at Tampa to Vida Clara Curry, and has two children: Jack, and Vida Clara.

COURTENAY H. KNOWLES

COURTENAY H. KNOWLES was born on Long Island, British West Indies, son of Joseph and Annie (Simms) Knowles. His father was also born in the British West Indies and served in the Civil Service of the British Government in the West Indies for many years, but came to Tampa during the later years of his life where he died.

The subject of this sketch has resided in Tampa since 1908 and has been connected with the Southern Lumber and Supply Company since this time. He started as a salesman and is now Vice-President and the second largest stockholder in this important company, which is the oldest and one of the largest lumber companies in Tampa.

Mr. Knowles is a director in the Tampa Mutual Building & Loan Company and fraternally is a Mason and a Shriner. He belongs to the Episcopal Church and to the Lions Club. He is also a member of the Hoo-Hoo Lumberman's fraternal organization.

He was married in the British West Indies, to Lilla Smith, who died in 1911, and he was married again to Henrietta Howard, at Ft. Myers, Florida. Mrs. Knowles is entitled to membership in the Daughters of the Confederacy through her grandfather on her mother's side and to membership in the Daughters of the American Revolution through her grandfather on her father's side.

WILLIAM H. KNULL

WILLIAM H. KNULL was born at Larwill, Indiana, on June 14, 1895, son of Frank A. and Amanda E. Knull. He came to Tampa with his father in 1909, who was one of the pioneer nursery men of Florida, and who established the Knull Floral Company.

Mr. William H. Knull received his education in the schools of his native state, and has resided in Tampa since coming here with his parents in 1909. Since the death of his father in 1922, he has been Manager of the Knull Floral Company, which does a large wholesale and retail flower business, and which grows most of the flowers which it sells in its own nursery located between Tampa and Plant City.

Mr. Knull is a member of the Tampa Board of Trade and the Tampa Motor Club. His fraternal affiliations are with the Masons and Shriners.

He was married at Tampa on December 8th, 1920, to Mayne Carol Williams, and has two children: William H., Jr., and Gloria.

ROY G. LAMBERTON

Roy G. Lamberton was born at Kent, Ohio, May 3d, 1887, son of Fred W. and Catherine (Garstang) Lamberton. His paternal American ancestors consisted of three brothers, who came to this country from Ireland early in the nineteenth century; one settled in eastern Pennsylvania, one in northern Ohio and one in western Pennsylvania. His maternal American ancestors were from Liverpool, England, and settled in Illinois prior to the Civil War.

Mr. Lamberton received his education at the Covington, Kentucky High School, where he was an honor pupil, and at the Cincinnati Law School, where he received the Degree of LL. B. in 1908. He practiced law in Kentucky until 1914.

He came to Tampa in 1914, and for a short period was associated with the Bradstreet Credit Agency. He soon however, joined the G. Norman Baughman Automobile Accessories Company and is now Secretary of this large Company.

Mr. Lamberton's avocation is music. He studied voice five years in Cincinnati, with Oscar Ehrgott, and for eight years he was second bass soloist in Christ Episcopal Church in Cincinnati. At the present time he is soloist and choir director in the First Presbyterian Church, the Hyde Park Methodist Church, St. Andrew's Episcopal Church, and the First Methodist Church, of Tampa. He has been an active worker in various money-raising drives in Tampa, including Red Cross Campaigns and and Community Chest Campaigns.

He is a charter member of the Tampa Kiwanis Club, and belongs to the Tampa Board of Trade and St. Andrew's Episcopal Church.

He was married to Thelma Yelvington on August 5, 1922, at Fort Myers, and has one daughter, Thelma Catherine.

EDWIN DART LAMBRIGHT

Edwin Dart Lambright was born at Brunswick, Georgia, May 21, 1874, son of Joseph E. and Julia Sarah (Dart) Lambright.

Mr. Lambright received his early education in the schools of his home town, and graduated from the Glynn High School in that city. He later entered Emory College (now Emory University), at Oxford, Georgia, where he remained for two years. Upon completion of his education, he engaged in newspaper work in

Brunswick for some time, and moved to Tampa, Florida, on June 1, 1899, where he immediately became connected with the "Tampa Tribune," as City Editor. He filled this position until 1905, when he was promoted to Managing Editor, and two years later, he was made Associate Editor. During the period of 1917 to 1923, he served as Postmaster of Tampa, and at the expiration of this term of duty, he again became connected with the "Tribune," as Associate Editor, and on June 17, 1925, he was made Editor, which position he still holds.

He has taken a very active part in the various civic affairs, and movements for the upbuilding of Tampa.

During the World War, he was Chairman of the War Savings Organization for Hillsborough County, and served as Publicity Chairman for two of the Liberty Loan Drives. He has also served as Pubilicity Chairman of the Community Chest Campaigns, and for several years, was Chairman of the Advertising Committee of the Tampa Board of Trade. Being a literary man of marked ability, and an authority on books, he was a very useful member of the Tampa Library Board for a number of years.

In 1912, he was a delegate to the National Democratic Convention, and in 1924, he was delegate and Chairman of the Florida Delegation to the National Democratic Convention.

During the Spanish-American War, he served as a member of the Georgia Naval Militia. He belongs to various important organizations, including the Tampa Rotary Club, of which he was President during 1917 to 1918, and on the Committee of which, he served, for establishing the Memorial Highway; and he has been an active member of the American Society of Newspaper Editors. He is a charter member of the Tampa Lodge of Elks, and is now fourth oldest member of this benevolent organization. His college fraternity is Phi Delta Theta.

He was married at Quitman, Georgia, on February 10, 1903, to Cannie Rebecca Finch, and has one daughter, Mary Wallace (Mrs. J. Frank Davies).

GEORGE H. LEAVITT, JR.

George H. Leavitt, Jr. was born in Kansas City, Missouri, March 13, 1896, son of George H. and Helen E. (Richardson) Leavitt. He came with his mother to Tampa, when quite young, and attended the Hillsborough High School there.

His first business connection was as Manager of Bostain's Cafeteria. In 1920, he purchased a half interest in the Tampa Sheet Metal Works, and he is now Secretary-Treasurer and General Manager of this successful Company, which manufactures everything that can be made from sheet metal.

His war record is especially interesting, as he served in the Air Service for two years, about half of which time was spent as a member of the American Expeditionary Forces in France. At the present time, he holds the commission of First Lieutenant in the Officers' Reserve Corps.

He is a member of the Kiwanis Club, and is a Mason and a Shriner.

He was married at Tampa, to Alice Fern Weesner, and has one daughter, Alice June.

HENRY LEIMAN

HENRY LEIMAN was born in New York City, May 31, 1857, son of Daniel and Sophia Leiman. His ancestors were from Germany, and settled in New York State about 1820.

Mr. Leiman received his education in the public schools of New York City, and in 1870, entered the firm of William Wicke Company, box manufacturers, in New York.

He came to Tampa in 1894 to open a branch for the William Wicke Company, they being the successors to the Ybor City Box Company. In 1902 the Wicke interest decided to retire from business and Mr. Leiman together with his son-in-law, Mr. Roland A. Wilson took over the business and after successfully operating it until 1906 formed a corporation and still retained the name Tampa Box Company. A liberal amount of the stock was distributed as a gift to a number of the most worthy employees. The Tampa Box Company has grown to be in a comparatively short time, the largest concern in the world manufacturing cigar boxes, packing cases and tin cans for cigars. The plant is located in the Ybor City section of Tampa, and covers an area of five acres. The capacity is about 25,000 boxes per day; while the larger part of the product is marketed in Tampa, a considerable portion is shipped to other parts of the United States. In connection with the plant, a saw mill is operated, and cedar is imported from Cuba and Mexico, and towed up the Hillsborough River for storage. The Hillsborough plant occupies six acres. A complete printing shop for printing on paper and on wood is also operated by the Company, making it possible for all the labeling and stamping of the boxes to be done in one plant.

Mr. Leiman gives his entire time and attention to the management of his factory, and it is probably due to his close attention to all branches of the business that such a great success has been achieved. He is proud of the fact that he has employees with him, who have worked for the Company since it was started thirty-five years ago, and at the present time, about three hundred and fifty persons are employed.

He has taken a prominent part in various affairs of public interest. During the World War, he was active in promoting Liberty Loan drives, and he is a member of the Tampa Board of Trade, the Palma Ceia Golf Club, Rocky Point Golf Club, Rotary International, and the Presbyterian Church. He has the distinction of being a thirty-second degree Mason, a Knight Templar, and is a Shriner and an Elk.

Apart from his interest in the Tampa Box Company, he is Director in the Citizens Bank & Trust Company, the Morris Plan Bank of Tampa, The South Florida Fair Association and the Victory National Life Insurance Company.

Mr. Leiman was married in New York City, on the 29th day of March, 1880, to Margaret Becker, and has one daughter, Martha (Mrs. Roland A. Wilson) and one son, William J.

Mr. Leiman is a typical example of the self-made man. He started in life with nothing, and when he was only a boy, he sold newspapers in New York City,

Henry Lieman

and did other odd jobs to aid and support the family until he was old enough to enter real business. His success in Tampa shows what can be done in Florida when a person has the will to succeed, together with the necessary initiative and ability.

GEORGE S. LENFESTEY

George S. Lenfestey was born July 22, 1886, son of James and Anna Sarah (Thompson) Lenfestey. His father came from the Island of Guernsey, and was one of the early settlers in Tampa, where he established the first broom factory. His mother is of Canadian descent, her parents having been born in Ontario, Canada.

Mr. Lenfestey received his education in the schools of Tampa, including the Hillsborough High School, from which he graduated in 1904.

After leaving school, he worked for Snow & Bryan, wholesale grocers for about ten years, starting as stenographer, but ultimately becoming part of the sales organization. He left this business to become connected with the Miller Jackson Grain Company, which concern was the parent company of the Miller-Lenfestey Supply Company, of which he is now one of the principal owners. This business was organized in 1918 with a small stock, and was located on Water Street. At the present time, three large warehouses are maintained at Miami, Jacksonville and Tampa, the latter two of which are owned by the Company. The Miller-Lenfestey Company handles a complete line of ice cream machinery, dairy supplies, pumps, etc., and is the largest of its kind in the State of Florida.

Mr. Lenfestey has taken a prominent part in the various drives in Tampa, including the Liberty Loan Drives, Red Cross and Y. M. C. A. Drives, etc. He is a member of the Board of Trade, the Rotary Club, the Men's Progressive Club, of which he is past President; the Hyde Park Presbyterian Church, and is a teacher of the Young Men's Bible Class there. He has always been very much interested in Y. M. C. A. work. At the present time, he is on the Board of Directors of the local organization, and is Chairman of the Boy Scout Committee of Tampa. He is a Mason, being a member of Hillsborough Lodge No. 25.

He was married August 22, 1911, at Nova Scotia, to Lena Putnam, and has three children: George Sidney, Jessie Katherine and William Frederick Thompson Lenfestey.

JAMES LENFESTEY

James Lenfestey was born in Guernsey, Channel Islands, on December 6, 1844. He is of French extraction, and came to Quebec, Canada in 1863, where he remained for two years, and then went to Chicago, and subsequently to Detroit, Michigan, where he remained for eleven years, and where he operated a prosperous broom factory. From Detroit, he went to Atlanta, where he also operated a broom factory. In 1883, he moved to Tampa, and has resided there ever since. For a short time, he engaged in the furniture business, but in 1895, he established

the Lenfestey Broom Factory in Tampa, which was the first concern of its kind in the city. Although well along in life, Mr. Lenfestey is still the active head of this business, which he has conducted successfully for so many years. All kinds of brooms and whisks are manufactured.

Mr. Lenfestey has been actively interested in real estate for many years, and owns a considerable amount of valuable property in Tampa, including the site of his broom factory. He has taken a prominent part in various affairs of the city, and is a member of the Tampa Board of Trade, the Manufacturers' Association, and of the First Presbyterian Church. Fraternally, he is a Mason, and a member of the Knights of Pythias.

He was married in 1870, to Anna S. Thompson, at Detroit, to which union eight children were born, the following children: Harold Blondel, George S, Martha and Elizabeth, all living in Tampa.

JOHN THOMAS LESLEY

JOHN THOMAS LESLEY was born in Madison County, Florida, May 12, 1835. He was the oldest child of Reverend Leroy Gilliland Lesley and Indiana Childs (Livingston) Lesley. L. G. Lesley was a native of Abbeville, South Carolina, who moved to Madison County, Florida in 1829. He voted in the first election held in that county in 1830, when thirteen votes were cast.

He moved to Tampa in the Winter of 1848 with his family. He was a minister in the Methodist Conference, and was the third minister of that church in this city. He was a soldier as well as a minister, serving his country in three wars: those with the Indians in 1835 to 1842; the second with the Indians 1856 to 1858 and the great struggle of 1861-1865. During the latter war, he held the rank of Captain in an Independent Company he raised for the Confederate side.

John Thomas Lesley passed his early years on the plantation of his father in Madison, and received such an education as the time afforded. He moved to Tampa with his family in 1848. The place was known then as Fort Brooke, the most important military post in the South. Mr. Lesley engaged in carpentry, but gave up the saw for the sword in 1856, when the Seminoles began their last organized war. He enlisted as a private, but was in the field only a short time, when he was made First Lieutenant. He saw active service for two years, mainly in regions between Tampa and the Everglades. He retired from the service in 1858, and devoted his attention to stock-raising, in which he was very successful. When the Civil War broke out, he raised a Company of Infantry in Hillsborough County, for the Confederate Service, known as Company "K," and attached to the Fourth Florida Regiment. He was elected Captain of his Company. He was under fire at Fernandina and at Mobile, and was promoted to Major in October, 1862. He participated in the reconnaissance toward Nashville under General Forrest, and on December 31 and January 2, 1862 and 1863 respectively, he took part in the great batle of Murfreesboro under brigade command of General William Preston, in Breckenridge's Division. After the Battle of Murfreesboro, Major Lesley

Jno T. Lesley

was granted leave to go home and organize a company of cavalry for State service, particularly to check the marauding parties who were making war on the thinly settled villages from Cedar Keys southward. These marauders were looked upon as little better than pirates, as they robbed all ages and sexes.

Captain Lesley and nineteen of his men attacked one hundred and nine of these outlaws one day near Tampa, and after a short but sharp contest, routed them.

In 1865, when he and his troops laid down their arms, he was elected sheriff, tax assessor and collector, the three offices being held by one man at that time. He served two years, and on retiring, built a saw mill to furnish lumber for the fast growing town of Tampa. He sold his lumber business in 1872, and devoted his time to stock raising, the leading industry in South Florida at that time. In 1876 and 1878, he was elected to the lower house of the State Legislature, and in 1882 to 1886, to the State Senate, in both bodies, serving with distinction. In 1885, he was a member of the Constitutional Convention that framed the present Constitution of the State of Florida. A handsome gold-headed cane was presented to him from his friends in the Convention. In 1893, Governor Henry L. Mitchell appointed him to fill an unexpired term as clerk of the Circuit Court. The same year, 1893, he resigned to accept the Federal Office of Collector of Customs for the port of Tampa, to which he had been appointed by President Cleveland, which position he held until the appointment of his successor under President McKinley's administration.

In 1886, Captain Lesley was elected Mayor of Fort Brooke succeeding himself each year until 1907, when Fort Brooke became a part of Tampa.

He was a charter member of John Darling Lodge of Masons, and was elected its first Senior Warden when founded in 1896. It was he who suggested the name of the Lodge in honor of Judge Darling one of Tampa's old and revered citizens.

He was married to Margaret (Brown) Tucker, on August 28, 1859, to which union the following children were born: India E., Emory Leroy, John James, William Talliaferro, Theodore and Livingston, G.

Captain Lesley died July 13, 1913.

EDGAR B. LEWIS

Edgar B. Lewis was born at Alachua, March 19, 1893, son of W. B. and Ollie (Young) Lewis. His father was from Georgia, and his mother is a native daughter of Florida, having been born at Lake Beresford, in Volusia County.

Mr. Lewis received his education in the Alachua High School, and at the Tampa Business College.

His first business connection was with C. H. Morehouse, wholesale grocer, with whom he remained for about seven years.

During the World War, he served under the Adjutant Generals' Department, and was stationed at Camp Wheeler, Georgia.

After the War, he was associated with Frank Allen in the baking business, with whom he remained in partnership for two years, at the end of which time, he purchased Mr. Allen's interest, and changed the name of the firm to the Lewis Baking Company, of which he is now the sole owner. This prosperous Company does general baking business, manufacturing bread, cakes, pies, etc., and has many customers all over the City.

Mr. Lewis is a member of the Presbyterian Church, and has been on the Board of Deacons for some years. He also belongs to the Tampa Rotary Club, and is a Mason and a Shriner.

He was married at Tampa to Eva Newsom, on August 31, 1918, and has four children: Frank Edgar, Randolph Howard, Martha Jo, and Ruth Virginia, all of whom were born in Tampa.

PHILIP F. LICATA

PHILIP F. LICATA was born near Palermo, Italy, on November 10, 1877, the son of Antonio Licata and Providenzia (Fiorito) Licata. He came to the United States with his parents, when only five years of age. The family first located at New Orleans, but left that city in 1891 for Tampa, and here Mr. Licata has resided since the age of fourteen.

After receiving an education in the public schools he entered the grocery business and learned the cigarmaking trade and ultimately established a business of his own in the mercantile line, which he conducted for several years.

He is now engaged in the real estate and insurance business, which he has followed very successfully for a long time, and besides handling a general brokerage business, he owns a large amount of valuable property in Ybor City, which requires his attention. His firm is known as Licata & Nuccio, and is one of the most, if not the most important, offices of its kind in Ybor City.

Mr. Licata has a number of interests outside of his own business, and is Vice-President of the Bank of Ybor City, and is Director in the Guarantee Title Company and the Mutual Building & Loan Association. He has taken a prominent part in the political affairs of Tampa, and has served as a member of the old City Council for three terms. He was President of the Italian Club for twenty years, and when he voluntarily resigned as President, he was elected Honorary President for life, an indication of the high esteem in which he is held by the members of the Italian colony of Tampa. He is a member of the Kiwanis Club, and of the Knights of Pythias.

He was married in 1901, to Marietta Di Betta, who died in 1918, leaving six children: Providence (Mrs. V. Nuccio); Concetta, Frances, Annie, Tony, and John.

HENRY T. LINEBAUGH

HENRY T. LINEBAUGH was born at Murfreesboro, Tennessee, in a log cabin, September 7th, 1865, the son of B. F. and Mattie V. Linebaugh. His father was originally from Pennsylvania and his mother came from Missouri. He received

a small amount of schooling in Tennessee and came to Florida in 1883, settling first at Auburndale. In 1886 he came to Tampa and obtained a job in a cigar factory, working at first for $7.00 a week. In 1894 he obtained a position with the Exchange National Bank at Ybor City as cashier, remaining there for a year. Next he engaged in the men's furnishing business at Ybor City, continuing in this also for about a year.

During the past twenty-five years, Mr. Linebaugh has been very actively engaged in real estate and building. He has dealt in all kinds of property and has built a great many houses and other buildings for himself in and around Tampa. At the present time he owns over seventy houses and about six hundred lots and is the owner of business buildings on North Nebraska avenue and on Central avenue. He built the Buffalo School in Tampa while a School Trustee and organized and built the Tampa Heights Methodist Church and the Selma Avenue Church.

He has always had the best interests of Tampa at heart and has been a great believer in municipal improvements. He was largely instrumental in having Nebraska avenue and other streets of the City widened. He financed the building of the Florida avenue bridge for the County and City. He has been an active worker in the Y. M. C. A. and with two or three other men he organized this important philanthropic organization in Tampa.

He was married at Ft. Myers, Florida, to Susie Hendry and the following children have been born to this union: Lawrence, Henry T., Jr., Julia, Susie, David, Lelia, Marion and Isbon.

LAURENS EDWARD LINEBAUGH

Laurens Edward Linebaugh was born on the 31st day of May, 1895, at Tampa, Florida, son of Henry T. and Susie M. (Hendry) Linebaugh. His father came to Hillsborough County from Tennessee in 1883, and has resided in Tampa since 1886. His mother was born in Tampa and belongs to one of the oldest and best known families of Hillsborough County.

The subject of this sketch received his education in the public schools of Tampa, including the Hillsborough High School, from which he graduated in 1915. He subsequently attended Vanderbilt University, where he studied Dentistry, and received the Degree of D. D. S. in 1918.

He commenced the practice of his profession in Tampa in 1919, and has in the comparatively short time of eight years, built up one of the largest dental practices in the city.

During the World War, Dr. Linebaugh was a member of the Medical Reserve Corps. He holds membership in the First Methodist Church of Tampa, and is a member of the American, State and Florida West Coast Dental Associations.

He was married on the 15th day of September, 1925, at Tampa, to Pearl Lucille Bartlette, of Atlanta, Ga.

CAPTAIN JOHN ALLEN LOVELACE

Captain Lovelace was born at Columbus, Ga., March 14, 1862, the son of John C. and Alberta (Christy) Lovelace. He was educated in the public schools of Macon and at Emory College, Oxford, Ga. Having early formed an attachment for the water, Captain Lovelace immediately after leaving school, entered the employ of the Independent Line of Steamers on the St. Johns River, with which concern he remained for 15 years, resigning in 1895 to go with the Bahama S. S. Co., operated by the late Henry M. Flagler, in the West Indian trade.

For two years subsequent to the consolidation of the Flagler and Plant Line, forming the P. & O. S. S. Co., Captain Lovelace was Master of one of the Company's ships with headquarters in Havana, Cuba.

In 1900 he resigned to again enter the service of the Independent Line operating on Tampa Bay, and until 1908 was Captain of the various steamers of that Line, running between Tampa, St. Petersburg and Manatee River points.

In 1908 the Independent Line was sold to the Favorite Line, and in 1919 it was disposed of to the Wilson Line, the Captain continuing in his position as Captain with each of these companies, he resigned in 1921 to accept the appointment as Harbor-Master tendered him by Governor Hardee, and was reappointed to the same position in 1925 by Governor Martin.

When the Municipal Terminals were completed and put into operation, in 1924, he was made superintendent of terminals, which position with that of Harbor-Master he still holds.

Captain Lovelace, whose home is at 910 Bruce Street, is fraternally identified with the Knights of Pythias, the Knights of Khorassan, the Moose and Masons, and is a member of the Episcopal Church, and is a constant booster of this port, and has worked earnestly for the advancement of the city generally. He was married at Green Cove Springs, Florida, April 17, 1892, to Miss Alice Colmar, eldest daughter of Dr. W. D. Colmar.

SUMPTER L. LOWRY

Sumpter L. Lowry was born in York, South Carolina, in 1861, the son of Dr. James M. and Louisa (Avery) Lowry. His father was a surgeon in the Civil War, having been a member of the 17th South Carolina Regiment. The Lowry family was established in South Carolina before the Revolutionary War, and members of the family took part in that struggle.

Mr. S. L. Lowry attended the public schools in South Carolina and the King's Mountain Military School. Later he went to the South Carolina Medical College, where he studied pharmacy.

His first business was as a druggist in South Carolina, but he removed to Palatka, Florida, in 1888, where he was also in the drug trade.

In 1895, he moved to Tampa and immediately entered the insurance business which he has followed continuously since that year and now has the distinction of

being the third oldest insurance agent in the city, in length of service. His firm handles all kinds of insurance, including life insurance.

Mr. Lowry has always taken a very active interest in civic affairs, and has been on the City Commission for the past six years. He was one of the organizers of the Commission Form of Government for Tampa, and was the first President of the Commission Government Club of Tampa. A large number of public improvements have been brought about while he has been on the City Commission, some of which he has been almost solely responsible for. Among these may be mentioned: the purchase of the water-works by the City and the installation of the Water-works Plant; the improvement of the harbor; the building of the Municipal Hospital; the rehabilitation of the Tampa Bay Hotel, and the building of the five bridges.

He has always been a member of the Episcopal Church, and helped to raise funds for the building of the St. Andrews and St. Johns Episcopal Churches in Tampa. He was recently one of the delegates to the General Conference of the Episcopal Church.

Mr. Lowry is Past Grand Chancellor of the Knights of Pythias and Past President of the Life Underwriters of Florida. He is President now (1927) of the Florida State Underwriters Association.

He was married in South Carolina, and has the following children: Willie Louise (Mrs. Vaughn Camp); Sumpter L., Jr.; Dr. B. W. Lowry; Loper B., and Isabella (Mrs. George Scott).

SUMTER L. LOWRY, JUNIOR

Sumter L. Lowry, Junior, was born April 27, 1893, at St. Augustine, Florida, the son of Sumter L. and Willie (Miller) Lowry.

He came to Tampa with his parents in 1894 where he attended the public schools and later the Virginia Military Institute from which he was graduated in 1914, having been awarded the medal of the Society of Cincinnati for general efficiency in military affairs. Returning to Tampa, he organized Company H of the Second Florida Infantry. At the same time, he entered the insurance business becoming district agent for the National Life Insurance Company of Chicago and was also agent for the Aetna Casualty and Security Company. In 1923, he organized the Victory National Life Insurance Company at Tampa. This company is capitalized for $500,000 and is the only life insurance company in Florida organized by Florida men and with Florida capital. This company has had a continuous growth and at the present time about $12,000,000 worth of insurance is in force. Colonel Lowry, as generally known, has taken great interest in military affairs: he served for about a year on the Mexican border between 1916 and 1917, and from 1917 to 1919 he served in the World War as captain in the Thirty-First Division. He saw several months' service in France.

After the World War, he was commissioned to organize the American Legion in Florida and served two years as State Adjutant in Florida, and in May, 1921, was elected State Commander of Florida, serving one year.

He organized the first Battalion 116th Field Artillery F. N. G., was commissioned Major in 1922, later Lieutenant Colonel, and was made Colonel in 1923.

Colonel Lowry is a member of the Palma Ceia Golf Club and the Kiwanis, also the Kappa Alpha College fraternity.

He was married at Tampa on the 4th day of April, 1916, to Elizabeth Parkhill, daughter of Judge C. B. Parkhill and has one son, Sumter L. Third.

HOWELL T. LYKES

HOWELL T. LYKES was born in Columbia, South Carolina, August 25th, 1846, son of Frederick E. and Margaret (Tyson) Lykes. His father was one of the early settlers of Florida, having come from South Carolina to Brooksville in 1854, where he was a school teacher for many years.

Howell T. Lykes received his early education in the schools of Brooksville, and subsequently attended the Charleston Medical School at Charleston, South Carolina, where he received the degree of M. D.

After graduating from the Medical School, he practiced medicine for a short time at Brooksville, but later engaged in the cattle business in Hernando and Citrus Counties for a number of years. He came to Tampa in 1895 and continued his activities in the cattle business on a very large scale. He was also one of the first large real estate operators and builders in Tampa. He bought and sold many valuable pieces of property in and around Tampa. In 1886 he built the Almeria Hotel (now the Tampa Hotel) on the corner of Washington and Franklin Streets. This was the third brick building erected in the town.

He was the organizer of the Lykes Steamship Company, which after his death was taken over by his sons, and is now operated by the firm of Lykes Brothers, one of the most important shipping agencies in the State.

Doctor Lykes was always interested in the public welfare, and although he never sought public office, he did at one time serve as State Senator, representing Hernando, Citrus and Pasco Counties.

He was one of the pioneer citizens of Florida; when he came here Florida was in the crude frontier stage, and during his life-time the State grew from a population of a few thousand to almost a million, and the City of Tampa increased at least fivefold during his residence there.

He was a member of various clubs and fraternal organizations, including the Hillsboro Masonic Lodge at Tampa. He was married at Tampa to Almeria Belle McKay, who lived to a very great age, dying in October, 1926. Eight children were born to this union: Tillie (Mrs. D. C. Gillette), F. E., H. T., J. M., L. G., T. M., J. W., and J. T. The seven sons are all members of the firm of Lykes Brothers.

Dr. Lykes died at Tampa May 14, 1906.

JOHN WEBB LYNN

JOHN WEBB LYNN was born at Livingston, Alabama, January 16, 1865, son of Meredith and Agnes (Lancaster) Lynn. His father had a large plantation in Alabama, and during the Civil War, he was a large supplier of food for the Confederate soldiers.

The subject of this sketch received his education principally at the Southwest Baptist College in Missouri, in which State, he remained for about two years after leaving college. He next went to Birmingham, Alabama, where he commenced his long railroad career with the Alabama & Southern Railroad, now part of the Southern Railway System. This was in July, 1888, and he has followed the Railroad business ever since. In March, 1899, he joined the old Plant System as a conductor, running between Port Tampa and Sanford, and he has been with the Atlantic Coast Line since it took over the Plant System.

In 1905, he came to Port Tampa as Yardmaster for the Atlantic Coast Line, and has creditably filled this important position for the past twenty-three years.

Mr. Lynn has taken an important part in the affairs of Port Tampa. He was elected Mayor of the City in 1925, and re-elected in 1927. During his administration, several miles of streets have been paved, and a considerable amount of sidewalk has been laid. He has served almost continuously for the past fourteen years on the local school board, and it is largely due to him that the magnificent new school building was recently erected in Port Tampa. This is a fire-proof building, containing every modern convenience and comfort for the children and teachers, and was very economically built at a cost of about $300,000.

Mr. Lynn is a Mason and Past Master of the Port Tampa Lodge. Past Eminent Commander of Ivanhoe Commandry No. 6, Knights Templar. He is also a Shriner, and a member of Egypt Temple at Tampa. His religious affiliations are with the Methodist Church.

He was married at Bolivar, Missouri, on January 7, 1887, to Minnie Cleveland, and has two children: John M. and Inez (Mrs. F. E. McLain).

CHARLES W. LYONS

CHARLES W. LYONS was born September 18, 1884, at Mobile, Alabama, the son of George W. and Josephine (Berd) Lyons. Several members of the Lyons family fought in the Civil War and Mr. C. W. Lyons had three uncles killed in the Confederate Army. He was raised in New York City where he received his early education and spent some years in business in New York and in Philadelphia.

In 1912 he moved to Tampa, Florida, and immediately became connected with the Gulf Fertilizer Company, remaining with this concern until 1924, when he established the Lyons Fertilizer Company. This Company has been tremendously successful. The second year it was established the gross business amounted to over a million dollars and it is now (1927) the sixth largest fertilizer company in the State of Florida. It is due almost entirely to Mr. Lyons' acumen and his

executive ability that his company has met with such great success. His many years' experience in the fertilizer business before organizing his own company gave him a thorough knowledge of the business.

Apart from his interest in his fertilizer business, Mr. Lyons has been very active in buying and selling real estate and in building. He owns several hundred thousand dollars worth of property in and around Tampa and among the buildings which he has erected is the Seminole Theatre in Tampa.

He is a member of the Catholic Church and fraternally he is a member of the Elks and is Past Exalted Ruler of the Tampa Elks Lodge. He is a member of the Board of Trade and is on the Board of Governors of this organization and is a member of the Tampa Yacht and Country Club and of the Palma Ceia Golf Club.

He was married in New York City to Teresa E. Becker and has two children: Carrol Josephine and Emma Marie.

ABE MAAS

Abe Maas was born in Dolgesheim, Germany, May 29, 1855.

After attending school in his native country he came to the United States in 1875, settling first at Cochran, Georgia, where he was engaged with a brother, Sol, in the mercantile business. Subsequently he engaged in busines in Dublin, Georgia.

In 1886, Mr. Maas moved to Tampa, Florida, where he established the "Dry Goods Palace," which became known as Maas Brothers in 1887 when his brother Isaac joined him. The store was first located at the corner of Twiggs and Franklin streets, and later moved to the southeast corner of Franklin and Twiggs streets. In 1898 it was moved to the Krause building, northwest corner Franklin and Zack streets.

In 1921, the business was moved to its present location on the southwest corner of Franklin and Zack streets, the old American National Bank building being taken over and rebuilt and a few years later the eight-story annex was built in the rear of this building. The firm now occupies a total of one hundred and fifty-eight thousand square feet of space and is one of the largest department stores in point of area and stock carried in the state of Florida.

Maas Brothers is the oldest mercantile establishment in Tampa and the second oldest business of any kind. Mr. Abe Maas can really be designated as the pioneer merchant of Tampa.

Apart from his interest in his own business, Mr. Maas has found time to take an important part in various other directions. He was the organizer and first exalted ruler of the Elks Lodge in Tampa and at one time was president of the State Organization of Elks. He has been a member of the Tampa Board of Trade since 1886 and a director in this organization ever since with the exception of one year.

He is vice-president of the Morris Plan Bank of Tampa and a director in the National City Bank and the Bank of West Tampa.

Isaac Maas

He has been treasurer of the Hillsborough Masonic Lodge for over thirty years and president of the Jewish Congregation of Schaari Zedek. He is a Shriner and a member of the Knights of Pythias and a charter member of the Rocky Point Golf Club.

Mr. Maas was also a member of the committee of fifteen which drafted the charter for the commission form of government for Tampa. During the World War he was active and influential in various war activities and was twice chairman of the European Relief Campaign in Tampa.

He was married September 19, 1883, in Georgia to Bena Wolf and has two children: Saul and Jessie (Mrs. Jewles Winsten).

ISAAC MAAS

Isaac Maas was born at Dolgesheim, Germany, on October 14, 1861, son of Joseph and Fanny (Bachrach) Maas. The Maas family is a very old and distinguished one in Germany, many members having taken a prominent part in the various sections of Germany. Mr. Maas received his education in Germany, and at the age of 16 came to the United States, settling at Cochran, Ga., subsequently moving to Savannah, but still later returning to Cochran, in both of which cities he engaged in the mercantile business.

For about a year he was in business in Ocala, Fla., but he has been a resident of Tampa since 1887, during the latter part of which year he became a partner with his brother, A. Maas, and the celebrated firm of Maas Bros. was organized, and he is now General Manager.

The firm of Maas Bros. has shown a steady and rapid growth as is indicated by the expansion of the floor space of their store: In 1887 two floors with an aggregate of 1,100 sq. ft. was sufficient for the needs of the business; at the present time the total floor space occupied is 85,000 sq. ft. The firm does an annual business amounting to more than five million dollars and is by far the largest Department Store south of Jacksonville.

Mr. Isaac Maas is taking a prominent part in the affairs of Tampa and he has been an active worker on the Community Chest drives and during the World War he gave valuable assistance in putting over the different Liberty Loan drives. During this period he also was a member of the Fuel Commission of Hillsborough County.

He is a member of the Tampa Yacht & Country Club; the Palma Ceia Golf Club; El Esturanio Espanol. He is also a prominent member of the Rotary Club and his fraternal affiliations are with the Masons and Shriners.

He was married on October 9, 1924, to Mrs. Fanny Blouenstein, of Washington, D. C.

MILTON H. MABRY

Milton H. Mabry was born at Leesburg, Florida, June 26, 1888, the son of M. H. and Ella Dale (Branlett) Mabry. His father came from Mississippi to Florida, in the early days, and was a distinguished lawyer and jurist. He prac-

ticed law at Leesburg and at Eustis for several years and for twelve years was on the Supreme Court Bench of Florida. Subsequently he became Lieutenant Governor of the state, and was the last one to hold this office before it was abolished. Milton H. Mabry attended the West Florida Seminary and from there he came to Tampa in 1901.

His first business was in connection with one of the cigar factories. Since 1911 he has been actively engaged in the real estate and mortgage business. He was one of the organizers of the Mutual Development Company, which was the developer of several important subdivisions in Tampa among which may be mentioned "Seminole Heights." The Guaranty Mortgage Company was the outgrowth of the Mutual Development Company, and Mr. Mabry's activities are now centered in the presidency and active management of this important institution. The principal end of this business is in the handling of first mortgages, but a large insurance business is also done, and a specialty is made of "property management." The capital and surplus of the company is three hundred and thirty thousand dollars, and it is the oldest independent mortgage company in the City of Tampa.

Mr. Mabry is a director in the United Markets Company.

Besides his business interests he has given considerable time to various political, religious, philanthropic and social affairs. He was a member of the Board of County Commissioners for many years, having been appointed by Governor Trammell to fill an unexpired term and subsequently elected to the office twice. He is a deacon in the First Baptist church, and a director in the Y. M. C. A. He is a member and director in the Kiwanis Club, and fraternally he is a Mason and a Shriner, and is a member of the Rocky Point Golf Club and Forest Hills Country Club.

He was married in Minnesota to Gertrude E. Dean, and has four children: Ella Dale, Jeanette, Alice Dean and Barbara Lucile, the three youngest of whom were born in Tampa.

HUGH C. MACFARLANE

Hugh C. Macfarlane was born December 28th, 1851, at Grossmylouf, near the City of Glasgow, Scotland, the son of James D. and Ann (Campbell) Macfarlane, both natives of Scotland, who came to America in 1865, settling first at Fall River, Massachusetts, where they remained until 1870. Then they moved to Stearns County, Minnesota, where they lived until 1876, when they returned to Massachusetts.

Hugh C. Macfarlane attended school at Saint John's College, Minnesota, subsequently studied law at Boston University, from the law school of which he graduated in 1876. Soon thereafter he was admitted to practice at Bristol County, Massachusetts.

He has the distinction of being one of the early settlers of Tampa, having come to this City in March, 1884, where he at once began the practice of his profession. His talents were soon recognized, and he was appointed City Attorney of Tampa

three years after his arrival there, which office he held for a period of three years. In 1893 Governor Mitchell appointed him State's Attorney of the Sixth Judicial District, but the duties of this office not proving congenial, he resigned after a year's service.

He has had several legal partnerships, the first being with the late D. F. Hammond; later his brother-in-law, N. B. K. Pettingill, became his partner. This partnership continued until Mr. Pettingill went to Porto Rico, where he was appointed the First Provisional Judge, subsequently Secretary of State and United States District Attorney for that Island. At one time he was in partnership with his brother Mat, and Judge Thomas M. Shackford was his partner for five years, and his next partner was James F. Glen. The present firm is known as Macfarlane, Pettingill, Macfarlane and Fowler, which was formed in 1920, and consists of Mr. Hugh C. Macfarlane, his son, Howard P. Macfarlane; Mr. N. B. K. Pettingill, and Cody Fowler. This firm is one of the most important in the State of Florida, and among the clients could be mentioned many of the larger corporations and leading individuals of Southwest Florida.

Colonel Macfarlane, as he is usually known, has the distinction of being the founder of West Tampa, and he was instrumental in having many of the important cigar factories locate in that section, by giving to them land of his own for factory sites.

Among factories which he located in this section may be mentioned: The Cuesta Rey Cigar Factory, A. Santella & Company, Pendas and Alvarez, The Morgan Cigar Company, and several others.

Colonel Macfarlane not only gave land upon which to build these early cigar factories, but he also gave about one hundred thousand dollars worth of buildings for them.

In conjunction with others, Colonel Macfarlane built the first bridge across the Hillsborough River. This is known as the Fortune Street Bridge, and was presented to the City of Tampa, and had a tremendous effect in aiding the growth of West Tampa.

Colonel Macfarlane served as a member of the Board of Public Works of Tampa for several years, and also a member of the Board of Port Commissioners, and he was for several years Superintendent of the Board of Public Works of West Tampa.

He is a Charter Member and Honorary Life Member of the Rocky Point Golf Club. He belongs to all the Bar Associations, and fraternally he is a member of the Elks and Masons, Shriners and Odd Fellows.

He was married at Tampa to Frances I. Pettingill, and has three children: James D., H. P., Mary E. Hoyt.

ALLAN MACKINTOSH

Allan Mackintosh was born February 7th, 1870, at Inverness, Scotland, the son of Allan and Annie (MacLean) Mackintosh. He was reared and educated in his native country, but came to the United States when only twenty years old, settling first at Ocala, Florida.

He began his business career in the lumber business at Ocala, which business he has followed all his life. He came to Tampa in 1895, and became connected with the Southern Lumber and Supply Company, which is the oldest lumber company in the City of Tampa. He gradually became financially interested in this business, and by degrees bought stock in the Company until at the present time (1927) he owns controlling interest in it, and is President of the Company.

This Company owns and operates a large millwork plant and lumber yard at Tampa, and has customers all over the Southern part of the State. It handles all kinds of lumber and building materials, both at wholesale and retail, and its planing mill and millwork shops are thoroughly modern and equipped with the latest machinery. The plant is located at the foot of Tyler street on a large piece of property, which was bought many years ago, and which has become tremendously valuable.

Mr. Mackintosh was married at Ocala, Florida, to Mary E. Gaskill, and has two children: Annie (Mrs. John Biggar), and Margaret, both born in Tampa.

T. C. MAGUIRE

T. C. MAGUIRE was born May 13, 1881, at Loganville, Georgia, son of David O. and Maggie Francis. His father was a farmer and school teacher, and a pioneer settler in Florida, having come to this State in 1886. He settled at Ocoee, where he was a large orange grower and truck farmer. Most of his property still remains in the family.

Doctor Maguire received his education at the University of Florida, where he received the degree of B. S. in 1905, and at the University of Louisville, where he received the degree of M. D. in 1908. He began the practice of medicine at Plant City in 1908, which he has continued until the present time, and is now one of the oldest doctors in point of service in the eastern part of Hillsborough County. He enjoys a very large practice, and is recognized as one of the outstanding physicians of Hillsborough County.

He specializes in abdominal surgery and in gynecology. Dr. Maguire is a member of the Plant City Baptist Church and of the American, State and County Medical Associations. Fraternally he is a member of the Kappa Alpha College Fraternity and the Phi Chi Medical Fraternity, and he belongs to the Masons, Shriners, Woodmen of the World and the Knights of Pythias.

He was married on the 8th day of October, 1908, at Jacksonville, Fla., to Mrs. Connie Zelle Eliott, of Louisville, Ky.

W. D. MARLEY

W. D. MARLEY was born in Dale County, Alabama, January 14th, 1887. He was raised on his father's farm and attended the public schools nearby.

His first business was in manufacturing wagons in Ozark, Alabama. In 1918 he came to Plant City, Florida, and was at once employed by the Kilgore Seed

Company of that City. After being with this concern for a year or two, he opened and managed the grocery department of the Plant City Growers' Association, which he continued until 1924, in which year he went into business for himself, opening a retail and wholesale grocery store. His was the first wholesale grocery house to be opened in the eastern part of Hillsborough County, and under his efficient management a very large trade has been developed within a radius of twenty-five or thirty miles of Plant City.

Besides groceries, feed, farming implements and crate materials are handled by the firm.

Mr. Marley's career shows what can be done in Florida with very little capital, and in a short time, where initiative and ability are exhibited.

He is a member of the Plant City Kiwanis Club, the East Hillsborough County Chamber of Commerce, and the Primitive Baptist Church.

He was married in Alabama to Willie Holland, who comes from an old Southern family of Scotch-Irish descent.

RALPH D. MARTIN

RALPH D. MARTIN was born in Athens, Ohio, on the 10th day of February, 1870, son of Hiram C. and Kate (Pruden) Martin. He is of English descent. He received his education in the schools of Ohio and of Tennessee and practiced engineering in Chattanooga, Tenn.

In 1894 he moved to Brooksville, Fla., and from there to Tampa, from there he went to Cuba where he remained for ten years, for part of which time he served under the Military Government of Genral Leonard C. Wood and later under two Cuban Presidents. He had charge of street building and laying out of parks in Havana, Cuba. He came to Tampa from Cuba in 1909 and has been connected with the City Engineers' Department since 1911, and since 1913 he has filled the important position of City Engineer.

Mr. Martin is a member of the Tampa Rotary Club, the First Presbyterian Church, and the Knights of Pythias.

He was married at Jacksonville, Florida, on the 9th day of November, 1909, to Minnie Maldrum, and has two children: Helen and Katharine.

W. T. MARTIN

W. T. MARTIN was born in Savannah, Georgia, August 30, 1873, son of John L. and Elizabeth W. Martin.

He attended schools in Wrightsville, Georgia, and graduated from the University of Georgia with the degree of A. B. in 1898. He subsequently studied law at the University of Virginia for a term and continued his legal studies in private.

He came to Tampa in 1904, where he at once began the practice of law, continuing until the present time. He has built up an enviable practice and is known as one of the leading and one of the trustworthy lawyers of the city. Although

he carries on a general practice he devotes special attention to real estate law and equity practice.

Before taking up the study of law, Mr. Martin taught school for several years in Georgia and held the important position of School Superintendent of Johnson County, Georgia, from 1900 to 1904.

He has always taken an active interest in political affairs and was a member of the Florida State Legislature from 1913 to 1915.

His fraternal affiliations are with the Masons and the Knights of Pythias.

He was married at Columbus, Georgia, to Victoria Speight, and has one daughter, Victoria.

WILLIAM GRAY MASON

William Gray Mason was born at Wrightsville, Ga., December 13, 1866. His family is of English origin.

He received his education in the schools of Georgia, where he attended Worthen College and subsequently he studied dentistry at the Southern Dental College in Atlanta where he received the degree of D. D. S.

He commenced the practice of his profession at Sanford, Florida, continuing there until 1895 when he moved to Tampa and continued in active practice until his death in 1927, at which time he was the oldest practicing dentist in Tampa in length of service.

He had been a member of the Board of Dental Examiners for the State of Florida for 21 years and had served as President and Secretary of this body. He had the distinction of having attended every meeting of the Florida State Dental Association from the time he came to Florida until he died.

He held membership in the American Dental Association for many years and also belonged to the State and County associations.

He was a devout member of the Methodist Church and was a Mason and a Shriner. He was also a member of the Knights of Pythias and Elks. His college fraternities were Delta Sigma Delta and Omicron Kappa Upsilon.

He was married at Plant City to Mamie C. White in 1906. Three children were born to this union: William G., Jr.; Joseph, and Ruth.

ROY W. MASTERS

Roy W. Masters was born in Cincinnati, Ohio, December 22, 1892, son of Herbert F. and Goldie (Marsh) Masters. His paternal ancestors were from Scotland and came to Ohio where one of them founded the town of Reesville. His maternal ancestors were from Kentucky.

Mr. Masters attended the schools in Wilmington, Ohio, and graduated from the Nelson Business College in Cincinnati in 1910.

Upon the completion of his education he came to Tampa and was connected with the old American National Bank in subordinate positions until 1913. He

S. E. Mayo

next became Assistant City Treasurer and in 1914 he was employed by the Edwards Construction Company as auditor, remaining in this connection until 1918, when he joined the First National Bank of Tampa in the Savings Department. At the present time he is Cashier of this old financial institution.

Mr. Masters is a Past President of the Tampa chapter of the American Institute of Banking, which is an educational branch of the American Bankers' Association.

He has served as trustee in several of the Hillsborough County bond issues.

He is a member of the Kiwanis Club, the Junior Board of Trade, the Palma Ceia Golf Club, the Methodist Church and is a Mason and a Shriner.

He was married at Wilmington, Ohio, on October 14, 1914, to Ruth George and has one daughter, Ellen Scott Masters.

SAMUEL EDWARD MAYS

Samuel Edward Mays was born in Greensville, South Carolina, December 19, 1864, son of Samuel Elis and Katherine (Mosley) Mays. His father was a lawyer and was on the faculty of the college of law at Columbia, South Carolina. He subsequently gave up the practice of law and came to Hillsborough County in 1875, settling near Riverview, where he engaged in farming. The grandfather of the subject of this sketch was also a Florida pioneer, having come to Florida before it was a state and having taken part in some of the Indian wars.

Mr. Mays was ten years old when brought to Hillsborough County by his parents. He received what education the country schools of the county afforded and worked on his father's farm until he was fifteen years old.

When still a youth he became connected with Miller and Henderson in Tampa for some time and for several years he followed the sea, having been employed on ships plying between Tampa, New York and other ports.

During one of the yellow fever epidemics in Tampa he had charge of the fumigation of the mails for the United States government and he was subsequently transferred to Plant City to carry on this same work.

Mr. Mays engaged in the mercantile business in Plant City for twenty-five years and he has been interested in farming and citrus growing in the eastern part of the county since 1886. He owns the old homested which belonged to his father at Riverview; this consists of three hundred acres and is almost entirely covered with bearing orange trees.

He is said to be the largest taxpayer in Plant City; besides owning the Mays building and his own magnificent home he possesses much other valuable property.

He has always taken an active interest in civic affairs in Plant City, and he was the first mayor of Plant City, serving from June, 1927, to January 1, 1928.

He has served on the City Council and on the Board of Public Works continuously for the past twenty-five years.

He is a member of the Baptist Church and of the Plant City Golf Club and is a Mason and a Shriner.

Mr. Mays has written several poems, some of which were published in book form. He recently published a book, containing genealogical records of the Mays Family, and a Civil War Diary of his father.

He was married at Plant City on June 30, 1891, to Rowene Lee Evers, whose father was the first merchant in Plant City. The following children have been born to this union: Marion (Mrs. W. E. Lee); Katherine, a noted artist who spends most of her time in New York City; Samuel E., Jr., a cadet at West Point, and James Arden, who lives in Plant City.

CHESTER THOMAS MELVIN

Chester Thomas Melvin was born at Wyoming, Delaware, October 19, 1884, son of Alfred Thomas and Frances Marion (Swartz) Melvin. His father was a Minister of the Methodist Episcopal Church.

Mr. Melvin received his education principally in the schools of Kent County, Maryland, and Baltimore, Md. His first job was with a manufacturing concern in Baltimore, Md. In 1907 he went to Norfolk, Va., with the Pocomoke Guano Company and in 1909 he became Secretary and Treasurer and Manager of The Imperial Company, manufacturers of fertilizer, at Norfolk, Va. In 1918 he was the first Director of Public Safety of Norfolk, Va., resigning to get back into the fertilizer business. In 1919 he was made Assistant Division Manager for the Virginia-Carolina Chemical Company at Savannah, Ga. He was made Division Manager in 1921 and was transferred to Albany, Ga., in charge of Southwest Georgia and West Florida. He came to Jacksonville in 1923 as Manager for Florida for that company, where he remained for a year.

In January, 1924, he moved to Tampa and became connected with the Gulf Fertilizer Company, of which he is now Vice-President and active head. This is the largest fertilizer company in South Florida, and one of the largest in the State.

He is a member of the Palma Ceia Golf Club; Gasparilla; Manufacturers Association of Tampa; Tampa City Club; the Tampa Motor Club; the Tampa Board of Trade, and the Rotary Club. He is President Peninsular Chemical Company, President Tampa Pine Products and Medicine Company.

His fraternal affiliations are with the Masons. He was married at Baltimore, Md., to Beulah May Spring.

JOSEPH R. MICKLER

Joseph R. Mickler was born in St. Augustine, Florida, August 9, 1877. He came to Tampa when he was eighteen years old and became chief operator for the Western Union Telegraph Company. At the beginning of the Spanish-American War he joined the army and was sent to Havana where he remained in the army's

J. A. Mackler

chief ordnance department for three years, after which he was transferred to Boston. While in the army he was aide on General Fitzhugh Lee's staff.

At the expiration of his military service in Boston, Mr. Mickler returned to Tampa, and began the small retail grocery business which later expanded into the lage chain of stores he operated at the time of his death. The first store, opened in 1903, was in a small building on Franklin Street in the 1000 block, but it was moved several years later to a corner at Zack and Ashley Streets, and moved again to 812 Franklin Street.

At this latter store, Mr. Mickler began the expansion of his business, following the growth of Tampa. He opened several stores in Tampa but did not actually begin operations on a large plan until several years later. During 1922 and 1923, the chain reached its greatest growth, a total of fourteen stores in six South Florida cities, Orlando, Plant City, Brandenton, Clearwater and Saint Petersburg, in addition to Tampa. The chain was known as the Thrift Service Stores.

A short time before his death, when failing health compelled him to retire, he sold his interests to the United Market Chain of Stores, whose acquisitions of the Mickler stores exactly doubled the number of United Market stores then in operation.

Mr. Mickler died September 27, 1924, at St. Augustine, where he had gone on a farewell visit to his family. He is survived by his mother and father and his widow and three children: Joseph R. Mickler, Jr., Roberta and Marion Mickler.

Mr. Mickler was an active civic worker during his life, and an acknowledged leader in charitable work. He was a member of the Elks Lodge, the Knights of Columbus, the Rotary Club, the Rocky Point Golf Club, the Tampa Yacht and Country Club.

The Tampa Times paid him the following editorial tribute at the time of his death:

"Always a devout churchman, he was also a consistent one, and could always be depended on to assist with wise counsel and ready means in every good work. His whole life will stand as an inspiration to all ambitious and striving young men. He will be missed in the church and community. Of him can it be truly said, as of few others, 'We shall not soon look upon his like again.'"

MARTIN MARION MILEY

Martin Marion Miley was born on December 6, 1847, at Thonotosassa, Florida, in a big log cabin, on the land originally located by his father, William Goodman Miley.

The elder Mr. Miley was born in Glasgow, Scotland, in 1802, and came to Charleston, South Carolina, in 1820. There he married Emalyn Oentz, a Jewess, who came from Europe to Charleston in 1822. Mr. and Mrs. Miley lived for a while in Montgomery, Alabama, and with their five children, came to Florida in 1846, in a "covered wagon". Attracted by the beauties of Lake Thonotosassa and its surroundings, Mr. Miley built his log cabin home nearby. Frequently the

family was obliged to take refuge in Fort Brooke, fourteen miles to the southwest, because of marauding Indians.

Martin M. Miley, born in these times of danger and uncertainty, grew up on the land located by his father, and was an important factor in the development of Thonotosassa, one of the most beautiful spots in Florida.

Mr. Miley served as a soldier in the Confederate Army during the Civil War.

He was largely responsible for the locating of General Hazen at Thonotosassa, and was closely associated with him in establishing orange growing as a paying industry in this part of Florida.

Mr. Miley, at an advanced age, still lives on the original Miley homestead, a splendid example of the stalwart pioneers who so well laid the foundations on which the present prosperity of this section is built.

In 1870 he married Elizabeth Adams of Massachusetts. He has three children living: Mrs. Lillian (Miley) Mackey of New Orleans; Elbert M. Miley of Tampa, and Mrs. Charlotte (Miley) Fullwood, who lives on the old homestead.

ALBERT A. MILLER

Albert A. Miller was born in Boone County, Indiana, November 25, 1872, son of Isaac P. and Nancy A. (Stephenson) Miller. He received his education in the schools of Indiana and was engaged in various businesses, including the wholesale grocery business and the tobacco business until 1921, when he came to Tampa and joined the American Cigar Company.

In 1922 he entered the Comptroller's office of the city of Tampa as Temporary Clerk, and in January, 1924, he was promoted to Comptroller of the City. The duties of the City Comptroller are to audit all the books of the various departments of the City, and all money paid out by the City must pass through the Comptroller's office. It will be seen that the position of City Comptroller is one of great responsibility and Mr. Miller has the distinction of having filled this office for a longer period of time than any of his predecessors. It is interesting to note that there is about five times as much work in his office now as there was six years ago when he became connected with it, which indicates how greatly the city has grown during the past few years.

Mr. Miller is a Mason and a member of the First Methodist Church, of which he serves as Secretary of the Board of Stewards.

He was married to Katherine Schenke in March, 1914, and has one son, Carl F., by a former marriage; one daughter, Marie K., by the second marriage, and one adopted child, Audrey A.

CAPTAIN JOHN MILLER

Captain John Miller, of Tampa, was a pioneer in the modern development of Florida, and had a life full of travel and adventure. He was born in Norway, August 4th, 1834.

John Muller

At the age of eleven years he sailed as a cabin boy to Quebec, and never saw his native land again until he was 65 years old. On reaching Quebec, he became an apprentice on the American ship Alleghany, and served four years on board her, learning seamanship and navigation. During this time the vessel visited ports in all parts of the world, but these years rich in experience and interest were not correspondingly lucrative to the boy, for he received no wages whatever for his services.

During the next three years he was a sailor on a packet boat between New York and Liverpool, serving as second mate part of the time. After spending a year or so on the New England Coast and at Matanzas, Cuba, he went to Cape Cod, where he engaged in the summer time in fishing and in the winter time was the master of a boat making West Indian points.

At the outbreak of the Civil War he became owner of a brig, which during the war was used by the Federal government as a transport. His life during these four years was one of constant adventure and of thrilling experiences.

At the close of the great struggle in 1865, Captain Miller bought a schooner in New York, loaded it with merchandise and came south to Florida to engage in trading. He touched first at Key West and then came to Tampa, which since claimed him, though his calling demanded that he be absent a greater part of the time. Captain Miller's name was a prominent one in all the navigation in the waters about Tampa. Besides this principal occupation he was interested in the mercantile business and in banking.

In 1867 he bought the largest mercantile establishment in the city, and for many years was the leading merchant and banker. In 1874, he took as partner in all his business relations, W. B. Henderson, and the firm Miller & Henderson did a large mercantile and banking business for twenty years, also during this time owning many vessels which made regular trips to New York, New Orleans, Mobile, Philadelphia, Havana, and Central American ports. Their vessels carried the mail for all the west coast of Florida, and the firm maintained an inland mail service by wagons until the coming of the destroyer of time and distance, the railroad.

In later years Captain Miller gave his attention to the operations of the Tampa Steam Ways, of which he was sole proprietor. It was the only ship yard in Tampa at that time. He built both ships and boats and did an extensive repair business. Captain Miller was one of the best known men in Southern Florida. A pioneer settler, he saw more changes than often fall to the lot of one man. He had a wide reputation for honesty and fair dealing. He was a Royal Arch Mason.

He was married to Mehitabel Phillips, who died in 1884, and from this union there were born two children: John H. and Lucy P. (the wife of R. A. Crowell, of Tampa).

He died at Tampa October, 1911.

R. W. MILLER

R. W. MILLER was born in Calhoun County, Alabama, on the 26th day of April, 1873, the son of John and Emaline A. Miller.

He received his education in the schools of Alabama and was engaged in the wholesale grain business at Anniston for about seven years.

He came to Tampa in 1908 and in association with F. D. Jackson, established the Miller-Jackson Grain Company. Subsequently he and Mr. Jackson also established the Miller-Jackson Supply Company. In 1921 he sold out his interest in the Miller-Jackson Grain Company and entered the wholesale grocery business with George S. Lenfestey, establishing the Miller-Lenfestey Grocery Company. This business was subsequently liquidated and Mr. Miller purchased Mr. Jackson's interest in the Miller-Jackson Supply Company and this firm then became known as the Miller-Lenfestey Supply Company. This firm has become one of the most important in the city and state in its line. A very large business is done in dairy supplies and equipment, ice cream making supplies and equipment, dry cleaning supplies and equipments, boilers, engines and various kinds of machinery. The company maintains branches at Jacksonville and at Miami and at the present time is building a large new warehouse at Jacksonville.

Mr. Miller is a member of the Board of Trade of Tampa.

He was married in Georgia on the 21st day of November, 1900, to Pauline M. Hopson and has one son, Howard, a resident of Bainbridge, Georgia.

DR. LUCIAN B. MITCHELL

DR. LUCIAN B. MITCHELL was born at Fort Meade, Florida, May 31, 1880, son of C. L. and Ellen M. (Spencer) Mitchell.

His father's family came from Birmingham, Alabama, and his mother's family from Savannah, Georgia.

The subject of this sketch received his education in the schools of Tampa, including the Hillsborough High School, and later attended the medical schools of New York University where he received the degree of M. D. in 1906.

Dr. Mitchell commenced the practice of his profession in Tampa in 1908 and is known as one of the outstanding doctors of the community.

He has had an extensive military career. In 1916 he went to the Mexican border with the Second Florida Infantry. During the World War he served as a First Lieutenant and subsequently Captain in the Medical Corps. He served overseas in the World War for about a year with rank of Major and saw service at the front with the Sixth Division, participating in the Argonne drive.

He is a member of the Society of Military Surgeons and belongs to the Tampa Board of Trade, the First Methodist Church and is a Mason and a Shriner. He also holds membership in the American, County and State Medical Associations and belongs to the Phi Alpha Sigma college fraternity; is Medical Director of Victory National Life Insurance Company, also Director in National City Bank, Tampa, Florida.

He was married on September 28, 1911, to Mary Gutierrez of Tampa, Florida.

TOM J. MITCHELL

Tom J. Mitchell was born at Baltimore, Md., June 22nd, 1866, the son of Tom J. and Helen M. (Coaksey) Mitchell. His parents came to Tampa first in 1874, remaining there for about two years and then went to Cedar Keys, remaining there for several years, when they came to Port Tampa City. They arrived at this place at the same time as the Fitzgerald family with whom they were acquainted. His father and the Fitzgeralds and Mr. Plant were the real founders of this city. Mr. Mitchell received his early education in various schools in Tampa, subsequently attending the old East Florida Seminary where he was the Cadet Captain. His first occupation was as clerk in a store in Port Tampa City. Subsequently he was employed by the Old Port Steamship Company where he became acquainted with Mr. W. M. Fielder. In 1900 he and Mr. Fielder organized the well-known firm of Fielder and Mitchell, ship chandlers. Together they operated this business at Port Tampa for about nine years and in 1909 they opened a branch store in Tampa on South Franklin Street which is now housed in a large building which the company owns, on the corner of Whiting and Franklin Streets.

Fielder and Mitchell were the first ship chandlers in Tampa, and their firm is the only one ever organized in Hillsborough County carrying an absolutely complete line of ship supplies. It is literally true that they have everything from a needle to an anchor in their stock.

Mr. Mitchell is much interested in orange groves and farms and has a fine grove at Valrico and a one hundred and sixty-acre farm at Brooksville, to which place he hopes to retire some day in the near future.

His mother is still living at the age of eighty-six at Port Tampa City and she has the honor of being the oldest resident in that place.

Mr. Mitchell was the first City Treasurer of Port Tampa City and held this position for many years.

He is a member of the Tampa Yacht and Country Club.

ERNEST W. MONROSE

Ernest W. Monrose was born in New Orleans in 1868, son of John G. and Rita (Culbertson) Monrose. He is of French descent on his father's side and of Irish descent on his mother's side.

He received his education in the schools of New Orleans and came to Tampa in 1890, and is therefore one of the oldest residents of the city. Shortly after arriving there he entered the insurance business, and with one exception he is now the oldest insurance agent in the city.

In the early days he was a member of the Tampa City Council and it was while he was a member of this body that the Tampa Bay Hotel property was purchased by the city for the paltry sum of $120,000.00. It was due very largely to Mr. Monrose's persuasion that this very profitable purchase was made. The property is now estimated to be worth $8,000,000.00.

Mr. Monrose has been Consular Agent for France in Tampa for the past thirty-three years and has been Dean of the Consular Corps for many years.

He is a member of the Tampa Board of Trade, the Elks and the Spanish Club.

He was married in New Orleans to Georgine Sauve and the following children have been born to this union: Georgine (Mrs. Earle Moore), Rita (Mrs. Norman Bie), Alma (Mrs. Edward Blount), Ernest W., Jr., John Chester, Marion, and George.

MOREAU E. MOODY

MOREAU E. MOODY was born in Crockett County, Tennessee, on July 18, 1864, son of Henry S. and Elizabeth Moody. He is of Irish descent on his father's side, and of French descent on his mother's side.

He received his education in the public schools of Tennessee, and subsequently attended Southwest Baptist University at Jackson, Tennessee. Soon after leaving college, he came to Lakeland, Florida, April 4, 1885, but in 1886, moved to Mango, Hillsborough County, and has been a resident of the County since that time. He engaged in the drug business in Lakeland, and followed the same line at Mango and at Seffner.

On June 10, 1890, he moved to Plant City, where he engaged in the drug business until 1902, when in association with Colonel James L. Young, he established the Hillsborough State Bank, which was Plant City's First bank. At the time this Bank commenced business, Plant City only had about three hundred people, and the original capital of the institution was only twenty thousand dollars. The present capital and surplus amount to two hundred thousand dollars, showing a phenomenal growth in a comparatively short time of twenty-six years. Under Mr. Moody's management, this Bank has proved to be one of the most successful of any of the small town banks in Florida, and it is now, as it always has been, the largest Bank in Plant City. Until the last two years, Mr. Moody has been the active Vice-President, but on account of ill health, he has now turned the main responsibility over to his nephew.

Mr. Moody has taken a very prominent part in the affairs of Plant City; he served as Mayor for two terms during the Spanish-American War; he was the first person to speak over a telephone from Plant City to Tampa. The Bell Telephone Company having put its first booth in his drug store. He is a director and stockholder in the Plant City Community Hotel Corporation. He has never had any inclination for fraternal life, but he does take an interest in outdoor exercise, and is a member of the Plant City Golf and Country Club. He is one of the largest owners of real estate in Plant City, owning two brick business buildings there, and having a half interest in the Young-Moody Building, which was erected in 1924, and with the exception of the bank building, is the finest business building in the town.

He was married at Plant City on June 30, 1920, to Miss Tilden A. Hendrix.

EARLE G. MOORE

EARLE G. MOORE was born at Brunswick, Georgia, November 4, 1889, son of John E. and Theo (Scarlett) Moore. His great-grandparents fought in the Revolutionary War and his grandfathers fought in the Civil War.

Mr. Moore received his education in Georgia and came to Jacksonville, Florida, in 1907 where he was connected with the Jacksonville Development Company. In 1909 he came to Tampa as salesman for the Tampa Bay Land Company which is a subsidiary of the Jacksonville Development Company.

Mr. Moore is now Vice-President of the Tampa Bay Land Company and he was the originator of the small farm development in Florida, and the Tampa Bay Land Company has been very successful in developing and selling these smaller farms.

He is a Mason, a Shriner and a Knight Templar and has held important offices in these orders. He is also a member of the Palma Ceia Golf Club.

He is a director in the Franklin Bank and in the Lafayette Bank in Tampa.

He was married at Tampa to Georgine Monrose, daughter of one of the pioneers of Tampa.

JAMES D. MORAN

JAMES D. MORAN was born at New Lisbon, Wisconsin, July 25th, 1894, son of Thomas Francis and Bridget (Donovan) Moran. He is of Irish descent on both sides of his family.

Mr. Moran received his early education in the parochial and public schools of Wisconsin, subsequently attending Marquette University, from the law school of which he was graduated in 1917 with the degree of LL.B. He was the founder and first Editor of the Marquette Law Review.

Soon after leaving college, he entered the service of the United States Army, enlisting in the Engineer Corps, but becoming attached to the Judge Advocate's Department.

Mr. Moran commenced the practice of law at Tomah, Wisconsin, continuing there until 1923, in which year he moved to Tampa, and soon formed a partnership with Mr. Martin Caraballo, and he is now a member of the distinguished law firm of Caraballo, Moran and Graham.

Apart from time given to the practice of this profession, Mr. Moran has taken an active interest in various local enterprises, among them the Boy Scouts, in which organization he is a Director. He is also a member of the Catholic Church and of the Knights of Columbus. He belongs to the State and County Bar Associations, to the Florida Historical Association, and to the American Legion.

He was married on the 4th day of June, 1919, to Vivian Miller of Tampa, and has four children: Monica Patricia, James D., Junior; Catherine Vivian, and Mary Margaret.

CHARLES J. MORROW

CHARLES J. MORROW, was born at De Valls Bluff, Arkansas, on the 8th day of October, 1888, son of Leland S. and Mary (Flynn) Morrow. His parents came from Arkansas and settled at Lakeland, when he was only two years old; subsequently they moved to Bartow, Florida, where he attended the public school.

Mr. Morrow studied law at the University of Virginia, and received the degree of LL. B. there in 1911. He commenced the practice of law with Judge F. M. Simonton, remaining in this connection until May, 1913, when he entered into partnership with Pasco Altman, under the style Altman and Morrow.

The law firm of Altman and Morrow is the oldest one in Tampa, under the same name, and it has become one of the largest and most important law offices in Southwest Florida. Besides Mr. Altman and Mr. Morrow, the firm consists of five other lawyers besides a large number of clerks and stenographers, and a suite of about ten offices is occupied in the Citizens Bank Building. Mr. Morrow has taken an active interest in various lines connected with the legal profession.

He has served as vice president of the Commercial Law League, and he is a member of the National Conference of Commissioners on Uniform State Laws for the unification of state laws. He is also a member and ex-vice-president for the state of Florida of the American Bar Association, and a charter member of the American Law Institute and also holds membership in the state and county bar associations. He served for three years as attorney for the Tampa Board of Trade.

He is a member of the following clubs and fraternal organizations:

Palma Ceia Golf Club and the Hyde Park Presbyterian.

He was married in Indiana to Martha Carter and has two children: Virginia Ann and Martha.

W. E. McANDREW

W. E. MCANDREW was born in Kingston, New York, November 30th, 1875, son of Michael and Margaret (McCay) McAndrew.

He attended schools in Kingston and at the age of sixteen started work in a plumbing shop.

He moved to Tampa in 1904 and has engaged in the plumbing and heating business ever since and has the distinction of having been engaged in his line of business longer than any other person in Tampa.

Although he came to Tampa with practically no capital, in a comparatively short time he has built up an enviable business and he has done the plumbing in many of the noteworthy buildings in and around Tampa.

He was twice appointed a member of the State Plumbing Commission by Governor Martin and was formerly a member of the Municipal Plumbing Commission and is now one of the twelve Directors of the National Association of Master Plumbers representing the Southern States east of the Mississippi.

He is a veteran of the Spanish-American War, having been a member of the First New York Regiment. During the World War he was a member of the Hillsborough County Guards.

He belongs to the Rotary Club, Tampa Board of Trade, the Palma Ceia Golf Club, the Elks Club and the General Joe Wheeler Camp of Spanish-American War Veterans.

He was married at Tampa October 18th, 1906, to Mabel Mead.

HIRAM McELROY

The subject of this sketch was born on July 23, 1880, in Morganfield, Kentucky, son of Hiram and Carrie L. (Watts) McElroy. Mr. McElroy is a descendant of James McElroy, progenitor of the family in America, who came from County Down, Ireland, and settled in Campbell County, Virginia, in 1760. His son, Samuel, was in the Revolutionary War and was present at the surrender of Cornwallis. Hugh McElroy, the great-grandfather of this sketch, moved to Kentucky and his son, Hiram, grandfather of the subject, was a noted lawyer of that state and a member of the Kentucky Legislature for over 20 years and his son, Hiram, the subject's father, was also a member of the Kentucky Legislature.

On the maternal side Mr. McElroy is a descendant of Commodore Perry of the Battle of Lake Erie fame. Some members of the McElroy family have participated in every war in which the country has engaged.

Mr. McElroy received his education in the schools of Kentucky, finally leaving the University of Kentucky in the class of 1900. His first professional engagement was on the Panama Canal and he came to Tampa in 1910 as Chief Engineer of the Atlantic, Okeechobee and Gulf Railway which, however, was never constructed. Continuing the practice of his profession, he organized the McElroy Engineering Company in Tampa in 1917 and has been President and Treasurer of the corporation ever since. He is recognized as one of the outstanding Civil Engineers of the community, having successfully completed in the past few years construction work amounting to over twenty-five million dollars. He and his Company are recognized as having the reputation of successfully completing every project they have undertaken and within the estimated cost. He has served as Engineer for many of the important drainage districts in south Florida, being at the present time Chief Engineer of seven districts, including the great Interbay Drainage District adjoining the City of Tampa, probably the greatest project of its kind in the South. In addition to this work, he has been employed by various communities, cities and counties all over southwest Florida in road and street construction and among the important real estate developments for which he has handled all of the engineering work may be mentioned "Baybridge" and "Sunset Park."

Besides his engineering activities, Mr. McElroy is Secretary and Director of the Sunset Park Company, Secretary and Treasurer of Bridgeland Company, Secretary of the Coliseum Company and is interested in various other corporations, enterprises and properties in Tampa and vicinity. Fraternally, he is a member of the Sigma Alpha Epsilon college fraternity.

Mr. McElroy was married to Maude Davant Pooler, a daughter of General John C. Davant of South Carolina who was an officer in Wade Hampton's Legion of that state. They have three children: Hiram McElroy, Jr., employed in his father's Company; Charles G. McElroy, an enginering student at Washington and Lee University, and Jeanne D. McElroy, a student at Sullins College of Bristol, Virginia.

LEWIS D. McGREGOR

LEWIS D. MCGREGOR was born on August 8, 1878 at Warrenton, Georgia, son of Charles E. and Mary Lou McGregor. His father fought in the Civil War as a member of the Eighth Georgia Regiment and at the time of the surrender was a Colonel. The father was also an important factor in political affairs in Georgia for many years and when a member of the Georgia State Legislature, he was instrumental in having passed the state pay pension bill for Civil War veterans.

The subject of this sketch received his early education in the schools of his home town and graduated from the law department of Mercer University in 1900.

He practiced law in Warrenton for twenty-five years and became known as one of the outstanding lawyers of that section of Georgia. Attracted by the advantages of Florida he gave up his residence in Warrenton in 1925 and moved to Tampa, where he has since continued the practice of his profession with great success.

Mr. McGregor is a Mason, a Shriner and belongs to the Knights of Pythias and the Alpha Tau Omega college fraternity.

He was married in Alabama, to Annie McAndrew, and has five living children: Louis D., Jr., who is a cadet at Annapolis, Maryland; Robert, Mary Lou, James and Sarah.

LUCIAN H. McINTIRE

LUCIAN H. MCINTIRE was born at Charlton, Massachusetts, on February 23, 1857, son of Judson and Mary (Lyon) McIntire. His ancestors on his father's side came from Salem, Massachusetts, and his grandmother was a Detrae; his paternal grandmother's family were driven out of France during the French Revolution. His maternal ancestors were originally from Woodstock, Connecticut, and one of the members of this family, General Lyon, was killed during the Civil War; two other members of the family were Judges in State Courts, one in New York and the other in Wisconsin.

The subject of this sketch attended the country schools in his native town until he was ten years old, in the type of building commonly known in New England as a "little red school house." He left home when he was ten years old, and was employed on a farm for two years. He then worked in a woolen mill as a bobbin boy, and later operated a loom, weaving cashmere and broadcloth. At the

L. A. McDaniel

age of fifteen, he became clerk in a small store near Worcester, which handled all kinds of commodities, from dry goods and groceries, boots and shoes, to hardware, and the local post office was also included in the store.

Mr. McIntire received a very broad training in this store, which was of great value to him later in life, and it is interesting to note that from the time he left this store, he has never asked any person or firm for any kind of a position or contract, to the present time. He next was offered and accepted a position as head clerk and bookkeeper with a very large mercantile establishment in Southbridge, Massachusetts, where he remained for about three years, resigning to go West.

He settled first in Minneapolis, and engaged in school teaching, and also as a traveling salesman, and later managed a retail store. Perhaps the most interesting part of Mr. McIntire's life in the West was his experience which began about this time, of trading with the Sioux Indians. They were located west of the Missouri River, and north of the Black Hills, and Mr. McIntire made trips up and down the Missouri River in old stern wheel steamboats, carrying articles that were attractive to the Indians, and trading them for buffalo robes and other skins which they had prepared for use. While carrying on this trading, he became well acquainted with some of the prominent Indian chiefs, including "Sitting Bull," "Rain-in-the-Face," "Gaul," "Red Skirts," and "Iron Horn."

In 1882, Mr. McIntire returned to the East, settling at Ithaca, New York, where he was engaged in constructing the Ithaca Gun Company. From Ithaca, he went to Michigan, and became connected with the Saginaw and Northwestern Railroad, as Freight Clerk, and later, was made General Freight and Passenger Agent, remaining in this connection until the railroad was sold to the Lake Shore and Michigan Southern System.

Mr. McIntire found railroad work the most attractive of anything he had ever engaged in. When he was a small boy attending school in the little red school house, he used to dream of building railroads and operating them, and when he became an officer in the Saginaw and Northwestern Railroad, he felt that his dreams had come true, and his having to sever his connections with this railroad was a very great disappointment.

He next became engaged in hydraulic engineering, and was employed by the firm of Henry R. Worthington, of New York, as their New England Engineer, with headquarters in Boston. His work for this concern consisted of laying out and constructing water-works for cities and large manufacturing plants. He continued in this employment until 1888, when the Thompson-Houston Electric Company employed him as their Railway Engineer to lay out and construct the electric railroad system in Topeka, Kansas. The Topeka Company was the first large electric railway system to make a commercial success in the world.

His work at Topeka brought him at once into prominence, and for the next fifteen years, he was very active in the railroad business, and during these years, he constructed over thirty railroads in different parts of the United States, over all of which he became operating manager. The most important of these railroads were located in Boston, Lynn and Worcester, Massachusetts; Albany, Troy, New

York City, and three in Brooklyn, New York; Toledo, Ohio; Indianapolis, Indiana; Quincy, Illinois; Atlanta, Georgia; Knoxville, Tennessee; two in Washington, D. C., and railways that cost over $30,000,000 in the city of Philadelphia. At Muscle Shoals, Alabama, he built the railroad and electric lighting system that connects the three cities of Tuscumbia, Sheffield and Florence, and he also built the water-works that supplied the first two cities and also the iron furnaces. The water for this plant was taken from the Tennessee River, which as is well known, carries a tremendous amount of mud and other impurities. Mr. McIntire built a filtering system that completely removed this objectionable matter, and the water which was supplied the citizens was crystal white.

The various lines of structural work that Mr. McIntire engaged in required a thorough training in mechanical, electrical and hydraulic engineering, and as his early schooling gave very limited preparation for this work, he had to study these engineering subjects himself, and he acquired every work possible that had been published bearing on the various engineering problems in which he was engaged. He did this studying when traveling on trains, or in the evenings in hotels, and in other spare moments, and ultimately acquired a theoretical knowledge, which when used in connection with his own keen judgment produced excellent results.

Mr. McIntire was often called upon to act as consulting engineer on hydraulic, mechanical and electrical matters and on account of his broad experience he was able to render valuable service. At Cleveland, Ohio, the President of the Railway Company, Mr. Mark Hanna, wanted to use triple expansion marine engines to operate his power plant but found no one who could supply a regulating devise that would maintain accurate speed. This was a very difficult matter as the maximum variation in speed could not exceed two per cent.

The engineers of the General Electric and Westinghouse Electric Companies recommended Mr. Hanna to employ Mr. McIntire, who at that time was constructing railways in Philadelphia. Mr. McIntire worked out a practical regulator and made drawings, showing all details of the apparatus. For this service Mr. Hanna paid him $5,000. The City of Brooklyn, N. Y., paid him $500 a day to determine the value of a railroad franchise in that city. Toledo, Ohio, paid him $400 a day for similar work.

Mr. McIntire came to Tampa on his first visit in 1910, and since this time, has spent his winters here, and his summers principally in New England.

Although well along in years, Mr. McIntire takes an active part in business in Tampa. He was President of the Tampa Shipbuilding & Engineering Company during the World War, and at the present time, he is President and active head of the L. H. McIntire Investment Company, which has financed contractors in construction of various developments in and around Tampa, and has loaned money in large amounts to individuals on mortgages. He has himself, built and sold over fifty houses in Tampa.

Mr. McIntire has touched life at many points, and has even had a taste of politics and of military service. He was a member of the City Council in Rutland, Vermont, from 1900 to 1902. During the World War, he was a member of the Home Guards, and Aide to the Major in Charge.

D. B. McKay

He is a Vestryman and Junior Warden of St. John's Episcopal Church.

He was married on July 2, 1897, at Philadelphia, to May Geipel, who died in November, 1922. Mr. McIntire has four children: Olga (Mrs. J. W. Cooper); Clara; Howard and Lucian H. McIntire, Jr.

CHARLES A. McKAY

CHARLES A. McKAY is a native son of Tampa, having been born there September 16, 1873, son of John and Mary Jane McKay and grandson of James McKay, one of the earliest and most prominent pioneer settlers of Tampa.

The subject of this sketch received his education in the schools of Tampa and his first job was in the printing office of his brother, Mayor D. B. McKay. He next worked for the South Florida Dry Goods Company and in 1893 he went to Chicago to visit the World's Fair and remained in Illinois until 1898 when he returned to Tampa and became connected with Maas Brothers with whom he has been associated ever since, and he is vice-president of the Maas Brothers Company at the present time.

Mr. McKay has always taken a very active part in civic affairs and in everything tending toward the betterment of his native city. He was one of the organizers and is a director of the South Florida Fair Association; he is a director and member of the executive committee of the Consolidated Amusement Company of Tampa; he is a senior warden of St. Andrews Episcopal church, and belongs to the Rotary Club, the Tampa Yacht and Country Club and is a director and supporter of the Y. M. C. A. He has also done a great deal of charitable work in an unostentatious manner.

He has taken a prominent part in fraternal work and is a Mason, a Shriner, an Elk and a member of the Knights of Pythias.

He was married at Williamsport, Pennsylvania, to Irene May McKeague and has three children: Mary Irene; Eleanor May and Charlotte Ann.

DONALD BRENHAM McKAY

DONALD BRENHAM McKAY is a native of Tampa, having been born there July 29th, 1868, son of Captain John A. and Mary Jane (McCarty) McKay.

His grandfather was Captain James McKay, who was one of the very early settlers in what is now Tampa, having come to this spot in 1846. His father acquired the title of Captain borne by so many members of the McKay family by commanding several of his father's ships. He was deputy collector of customs at the Port of Tampa for several years, and was also the proprietor of the formerly well known Orange Grove Hotel, a popular hostelry of old times.

The subject of this sketch grew up at a time when there were fewer advantages for education presented to the youth of the community than now. He surmounted this handicap by energetic application and by assiduous study in private, and thus gained an education superior to that of many college-bred men.

He learned the trade of a printer and passed through every position in a newspaper office, both mechanical and editorial. He commenced his newspaper career when he was only fourteen years old, his first connection being with the old Tampa Tribune (later consolidated with the Tampa Journal to form the Tampa Times of today). From an inconspicuous position on the Tribune he progressed rapidly, and with the establishment of the Times in 1891 he became its city editor. In 1898 he became the owner of practically all the stock in the Times corporation.

Under Mr. McKay's able and energetic management, the Times has become a paper which exercises tremendous influence in Tampa, and throughout Southwest Florida. The circulation has increased steadily and rapidly, and the Times is now recognized as one of the leading newspapers of the South.

The Times has been housed in various buildings, and in September, 1923, the magnificent new building on the corner of Franklin and Washington streets was erected. This contains the complete plant and the various offices for the paper, and is a modern, fully equipped newspaper establishment with fourteen linotypes, two monotypes, and two Ludlows in the composing room, and a high speed ninety-six page press with a capacity of seventy thousand papers per hour.

In addition to his arduous duties in connection with the management of his paper, Mr. McKay has given a great deal of his time to public service. In June, 1910, he was elected mayor of Tampa for a two-year term and was re-elected for two additional terms of four years each. He, therefore, served continuously for ten years as mayor, a record unequaled in the history of Tampa. During these ten years most of the constructive work was done by the municipality to make Tampa the magnificent city it is today.

Fifty per cent of the city's street paving and seventy-five per cent of the sidewalk mileage and sewer systems were completed during Mr. McKay's administration, and among other notable achievements of the period were the construction of the new city hall in 1915, the building of the Lafayette street bridge, the public library, the brick fire stations and the main buildings for the South Florida fair grounds.

Mr. McKay went out of office at the close of his third term in 1920. Six months after his retirement commission form of government for the city was inaugurated. From then until 1927 he devoted his entire time and attention to his newspaper.

Almost from its inception he was a severe critic of the commission form of government, which crystalized in his demand for a new charter for the government of the city. He utilized his newspaper with tremendous effect in advocating the overthrow of the commission government and the adoption of a new charter; and due almost entirely to his efforts, the people of Tampa elected a charter board of his liking in the summer of 1927 for the purpose of drawing up a new charter. Mr. McKay was elected a member of the board, as was every man running on his ticket, and he was made chairman of the board for the drafting of the new charter. A vote was taken on the charter, which provides for representative government, in the fall of 1927, and it was adopted by a large majority.

In the subsequent election for mayor and representatives to serve under the new charter, Mr. McKay was elected mayor without opposition for the four-year term provided by the charter.

Mr. McKay's principal objection to the old form of city government was that he believed it to be unrepresentative and unresponsive to the will of the people, that it was unbusinesslike, and that it did not place direct responsibility upon any perticular person or persons.

During his present administration, Mr. McKay hopes to place the affairs of the city on a sound, businesslike basis, and thereby to reduce the expenses of government, and in turn to reduce taxes.

Mayor McKay has been an important factor in many respects in the life of Tampa; he was for many years a director in the Tampa Board of Trade, and is now president of this powerful organization; during the World War, he was a leader in war work campaigns; and throughout his career he has been a champion of the cigar manufacturing industry, and has devoted much effort to its protection and advancement.

Donald Brenham McKay is a man of wonderful grasp of mind, tremendous energy and tenacity of purpose, as well as possessing administrative faculties in a superlative degree, and is without doubt one of the most influential men in Southwest Florida.

He is a member of the Elks, Knights of Pythias, Moose, the American-Helenic Patriotic Association, L'Unione Italiano, the Tampa Yacht and Country Club, and the Forest Hills Country Club. He is also an honorary member of the Rotary Club.

He was married on October 7, 1900, to Aurora P. F. Gutierrez, daughter of Gavino Gutierrez, who was a pioneer of Tampa's Spanish Colony, and who was one of the principal factors in the establishment of the cigar industry in Tampa. Ten children were born to this union: Mrs. Mary Helen Lindsey, Margaret, Ada, Donald Brenham, Jr., Aurora, Petronila, Celestina, Mary Jane, John A. and Robert A.

KENNETH I. McKAY

KENNETH I. MCKAY is a native son of Tampa, having been born there January 21, 1881, son of John Angus and Mary Jane (McCarty) McKay and grandson of James McKay, founder of the family in America, and one of the most prominent pioneers of Hillsborough County.

Mr. McKay received his education in the public schools of Tampa and studied law at Washington and Lee University, where he received the degree of LL. B. in 1904. He is now senior member of the law firm of McKay, Withers and Ramsey, which was organized in 1925.

Mr. McKay is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club, the Rotary Club and Phi Kappa Sigma college fraternity.

He was married at Tampa on November 21, 1917, to Olive Petty, and has one son, Kenneth I. McKay, Jr.

JAMES McKAY

JAMES McKAY, the progenitor of this family in America, was born in the north of Scotland, at Thurso, in County Caithness. His wife, Matilda Alexander Cail, was born in the city of Edinburgh, in the same country. They never met in the old country, but first became acquainted with each other in St. Louis, Missouri, after both had immigrated to America. They were married in the city last named in 1837. From St. Louis, they removed to Mobile, Alabama, where Mr. McKay engaged in mercantile business.

They removed to Florida from Mobile in 1846, and settled first at Chassewiska, on the coast of Hernando County. They did not remain long, however, at that place, and in the same year, 1846, removed again, this time to Tampa, which has been the family home ever since.

Captain McKay brought considerable means with him to Tampa, and rapidly added to his wealth, soon becoming the leading citizen in financial affairs. He engaged here also in the mercantile business, advancing supplies and money to the farmers to enable them to grow their cotton crops, for much of the staple was at that early day produced in this region. He also about this time, commenced to invest largely in shipping, his vessels increasing rapidly in number, and making profitable voyages to most of the southern ports, both foreign and domestic.

Captain McKay also in the early days owned much valuable real estate within the present limits of the city of Tampa, and he inaugurated the export of cattle from Tampa to Cuba, which became a very important business.

Some of the older children of this family were born before the parents' arrival in Tampa, but the majority of them, including all of the younger ones, were born here.

The family was a large one, consisting of George, James, John Angus, Donald S., and Charles, sons; and Sarah, Marion, Matilda and Almeria Bell, daughters.

Captain McKay died at Tampa.

JAMES McKAY, II.

JAMES McKAY, II, was born at Mobile, Alabama, on the 27th day of November, 1842. He early became a very prominent and distinguished citizen of Tampa, taking a leading part in all of the lines of activity, industrial, social and political, of the community of this section and of the entire state. His life was a stirring one, full of service both afloat and ashore. His father's fleet of vessels afforded him his first means of employment, and he rapidly rose to the postion that entitled him to the title of "Captain" along with his father.

Captain James McKay, II, commanded many of his father's vessels, and after they were seen no more at sea, he passed to the command of ships of other owners, among them being the steamers of the Plant Line between Tampa and Havana, and in the summer on the New England Coast. In more recent years Captain McKay was in the employment of the United States Government as superintendent of

the Marine transport service of the Quartermaster's Department of the United States Army. In the war with Spain he had charge of the fleet of transports that carried the army of General Shafter to Santiago, superintending the loading at Port Tampa and the unloading on the coast of Cuba, earning many encomiums from high authorties for the skill and ability exhibited by him in the handling of the ships composing the large fleet.

Captan McKay, II., served throughout the Civil War with credit, on the Confederate side. He was active politically, having been elected in 1880 to represent the Eleventh Senatorial District, comprising Hillsborough County, in the State Senate. He held this position for two terms. He was twice mayor of the City of Tampa, and for one term United States Marshal for the Southern District of Florida. He was Postmaster of the City of Tampa, resigning the position of superintendent of the Marine transport service of the Quartermaster's Department of the Army to accept the appointment.

He was three times married; the first time to Mary E. Crichton, who was the mother of all of his children; the second time to Helene Turton, of Massachusetts, and the third time to Lillian Nimms Warren, of Atlantic Highlands, New Jersey.

There were born to James and Mary E. (Crichton) McKay, his first wife, nine children, four sons, James Crichton, Harold, John Crichton, who died at the age of ten months, and Frederick, and six daughters, Sarah, Matilda, Blanche, Julia, Madge and Mary.

He died in September, 1924, at Tampa.

JAMES C. McKAY

James C. McKay was born at Tampa, Florida, 1867. He received his education in the schools of Tampa, including the High School there, and subsequently attended Emory College at Oxford, Georgia.

He went to work when a very young man, and early in life became connected with the railway mail service, which he followed for ten years; he had the distinction of coming into Tampa on the first train to enter the city on the Seaboard Air Line.

While still following the Railway Mail Service he became interested in writing life insurance policies, and he was so successful in this line that he resigned from the mail service to devote his entire time to life insurance. He has engaged in the insurance business in Tampa for the past thirty-five years, and is the oldest life insurance agent in the city in length of service. His firm now handles all kinds of insurance, including fire, surety and life insurance. He has always represented the Penn Mutal Life Insurance Company and has the distinction of having served under five different Presidents of this company.

He is a member of various fraternal organizations and clubs, including the Masons, Shriners, Elks, Lion's Club, Tampa Yacht and Country Club, Palma

Ceia and the Tampa Board of Trade. He is also a member of the Local and National Associations of Underwriters.

He was married at Tampa, to Lillian M. McDonell, and has the following children: James A., Allen C., Richard S.

LUCIUS B. McLEOD

Lucius B. McLeod was born in Clark County, Alabama, February 14, 1894, son of William Allen and Mary (Vaughn) McLeod. His family is of Scottish origin, having settled in Alabama in the early days.

Mr. McLeod received his education in his native state, having attended preparatory schools and a military school there.

He was County Engineer of Robinson County, Texas, after finishing his Engineering course at the University of Alabama, in 1914. He has engaged in the highway construction business in Florida since 1915, and has constructed, or been connected directly with the construction of over six hundred miles of highways and streets throughout Florida.

In 1921, in association with Baisden Mickler, he organized the Mickler and McLeod Construction Company, which continued until a few months prior to Mr. Mickler's death, when he organized the McLeod Construction Company, he being owner of same. During the past four years, over $4,000,000 worth of paving and highway construction work has been done by this firm in Florida. His company owns and operates two large lime rock plants, with a daily capacity of fifty cars.

During the World War, Mr. McLeod served as First Lieutenant in the Engineers' Corps, and spent about a year and a half in France with the 307th Engineers, 82nd Division.

He is a member of the Tampa Yacht and Country Club, the Baptist Church, Tampa Board of Trade, Egypt Temple, Tampa City Club, Elks Lodge, and the Sigma Alpha Epsilon college fraternity, which was founded at the University of Alabama, where Mr. McLeod joined.

Mr. McLeod was married at Sanford on December 21, 1921, to Adelaide Higgins, and they have three children: Lucius B., Jr.; Patricia, and Lillian. He now resides at 2401 Sunset Drive, Tampa.

N. M. McLERAN

N. M. McLeran was born on the 29th day of October, 1867, at Cooks Hammock, Lafayette County, Florida. His father was Jesse T. McLeran and his mother Mary Jane (Lowe) McLeran. He was raised at Wellborn, Suwanee County, Florida, where he received his education in the common schools.

He commenced life as a telegraph operator, learning this profession at Wellborn, and subsequently becoming an operator and station agent at Seffner, Florida, for the old South Florida Railroad Company (now the Atlantic Coast Line). He

S. B. McLeod

resigned this position after about ten years, and in 1896 moved to Tampa with his family, where he engaged in the retail grocery business and the wholesale produce business, and in 1901, he became associated with the late Currie B. Witt, who was also engaged in the produce business.

In association with Mr. Witt, the Wholesale Grocery firm of C. B. Witt Company was ultimately established. In a comparatively short time after this business was commenced, Mr. Witt's health became so impaired that it became necessary for him to give up the greater part of his duties in connection with this business, and after continued illness, he died in December, 1914, leaving to Mr. McLeran full responsibility for carrying on the business.

Mr. McLeran is now President and owns the controlling interest in the C. B. Witt Company, and under his sole management during the past thirteen years, this firm has become one of the largest wholesale houses of its kind in Southwest Florida. A business of over one million dollars per annum is done and the customers are located all over the southern part of the State.

Apart from his interest in the grocery business, Mr. McLeran is Vice-President and a Director in the Citizens Bank & Trust Company, and also a Director in the Credit Men's Association of Tampa.

He is a member of the Tampa Board of Trade, and fraternally he is a member of the Knights of Pythias.

He was married at Tampa, Florida, February 26th, 1890, to Mary D. Parrish, and has the following children: Mildred, Jesse N., Paul D., Eloise, and Will P.

RILEY JAMES McMASTER

Riley James McMaster was born in Winnsboro, South Carolina, March 10, 1870, son of Richard Nott and Sarah (Boulware) McMaster. His paternal ancestors were from North Ireland and his great-grandfather was Postmaster at Winnsboro for many years and settled in South Carolina in 1770. His father served in the Confederate Army during the entire Civil War.

Mr. McMaster attended schools in his home town and went to Mt. Zion College there.

After completing his education he worked in the office of an express company in Charleston, South Carolina, for some time.

In 1892 Mr. McMaster came to Port Tampa where he worked for the Southern Express Company until 1895, then with the Plant Steamship Line and A. C. L. Railroad until 1905. In this year he moved to Tampa and became connected with the First National Bank in that city. He is now Assistant Vice-President of this large institution.

Mr. McMaster has the distinction of being one of the few Thirty-third Degree Masons in Tampa and he is also a Shriner. He has held many important positions in these orders. At this time he is Grand Master of the Grand Counicl, R. & S. M. of Florida and Deputy Grand High Priest of the Grand Chapter R. A. Masons of Florida.

He was married at Port Tampa on April 20, 1897, to Blanche Reid and has four children: Beatrix, Virginia Lee, Richard and Reid.

DR. CHARLES L. NANCE

Dr. Charles L. Nance was born at Ripley, Mississippi, November 16, 1876, son of Marcus L. and Lina M. Nance.

He attended school in Mississippi and subsequently became a student in Vanderbilt University, later entered the Louisville College of Dentistry, from which he received his degree of D. D. S. in May, 1901.

Dr. Nance came to Tampa in June, 1901, and began the practice of his profession, and was soon recognized as one of the leading dentists of the city.

He now has the distinction of having been in continuous practice of Dentistry longer than any other in the city.

In recognition of his service to the profession and standing in the State Society, The Florida State Dental Society conferred upon him the Honorary Degree of Good-Fellow in 1927.

He has attended every meeting of the State Society for the past twenty-five years. For a number of years he was Treasurer of the Society and is an Ex-President of same; Ex-member of House of Delegates of American Society; President of Tampa Society of Dental Surgeons; Member of West Coast and American Dental Societies.

During the World War, Dr. Nance was appointed a member of the Medical Advisory Board of District Number Three, stationed at Tampa, in which capacity he served until the close of the war.

Dr. Nance's religious affiliation is with the First Presbyterian Church of Tampa.

He was married at Tampa on the 5th day of September, 1906, to Pansy Petty and has two daughters: Martha Elizabeth and Sara McCarley.

His residence is 2001 Bayshore Boulevard, Tampa.

ROBERT G. NELSON

Robert G. Nelson was born in Florida City, Florida, September 8, 1893, son of E. K. and Lillie B. Nelson. His father was from Alabama, and his mother from Tennessee, both are old residents of Tampa.

He received his education in the Hillsborough High School at Tampa, at the McCallie School at Chattanooga, Tennessee, at Washington and Lee University where he took a pre-medical course and at Vanderbilt University from which institution he received the degree of M. D. in 1918.

Dr. Nelson started the practice of his profession in Birmingham, Alabama, but since 1926 he has practiced at Tampa. Although he carries on a general practice of medicine, he specializes in obstetrics and gynecology. During the World

Ross Rattles

War he served in the medical corps as First Lieutenant and was stationed at Fort Oglethorpe, Georgia.

He belongs to the Palma Ceia Golf Club, The Exchange Club, and is a charter member and director of the Tampa City Club. He is a Mason and belongs to the Phi Chi Medical Fraternity and to the Kappa Alpha general college fraternity. He also holds membership in the American, Southern, State and County Medical Associations.

Dr. Nelson was married at Nashville, Tennessee, on the 2nd day of June, 1919, to Katheryn Timberlake and has three children: Robert G., Junior; Katheryn and John T.

ROSCO NETTLES

Rosco Nettles was born in Gainesville, Georgia, September 6, 1886, the son of Isaac and Mary (Rosco) Nettles.

He received his education in the public schools of Georgia, including the high school there. His first position was with the Gainesville Gas Company, with which concern he remained several years. In 1901, he moved to Tampa, and immediately became connected with the Tampa Gas Company. He started at the bottom of the ladder with this concern, and in the short space of nine years, was made General Manager at the age of twenty-four, at which time he was possibly the youngest manager of a gas company in the United States. The growth of the Tampa Gas Company since Mr. Nettles became connected with it is interesting, as reflecting the growth of Tampa; in 1901 it had three hundred and twenty-one customers, and in 1927 eighteen thousand. There were about six employees in 1901, and now there are one hundred and seventy-eight. During the last few years a great many miles of gas main pipe have been laid and in 1923 there were only one hundred and two miles in the City and in 1927, there were two hundred and ninety-nine miles.

Besides being the head of the Gas Company, Mr. Nettles has the distinction of being the oldest employee.

Apart from his business interests, he is a member of the Tampa Yacht and Country Club, and of the Palma Ceia Golf Club. He is a Mason and an Elk.

He was married at Tampa on the 19th day of February, 1914, to Mary Allen.

EDWARD B. NEVE

Edward B. Neve was born on August 7, 1849, in Denmark. He came to the United States when a young man and settled at Omaha, Nebraska, where he remained for five years. In 1876 he came to Tampa where he engaged in the practice of dentistry and watchmaking, which professions he had learned in Denmark. He had the distinction of being the first dentist and the first jeweler in Tampa and he opened the first drug store in the city.

He devoted most of his time to the practice of dentistry until the outbreak of the Spanish-American War when he went into orange growing between Tampa and Thonotosassa. He developed two special oranges: the "Neve-Late" and the "Neve-Early" which grow in bunches and are exceptionally sweet. The Agricultural Department of the United States Government named these oranges for him.

Dr. Neve took an active part in the development of Hillsborough County and it was due to him that the Harney Road was built, which was the second brick road built in Hillsborough County.

Dr. Neve was the first depositor in the First National Bank of Tampa, the oldest business establishment of any sort in Tampa; his drug store occupied half of the same building which was occupied by the Bank and when the Bank opened its doors he immediately entered and opened a deposit.

He was married at Tampa in 1894, to Alicia M. Gonzalez.

JULIA HARRISON NORRIS

JULIA HARRISON NORRIS was born in Tampa, daughter of Charles E. and Arianna Eliza (Givens) Harrison. She graduated from the Hillsborough High School in Tampa, and completed her education under private tutors.

Her marriage to Amos Hendry Norris took place on the 28th of November, 1893, at Tampa. They had one son, Amos Harrison Norris, who is deceased.

Few ladies, is any, in Hillsborough County have taken such an active part in so many affairs, as Mrs. Norris has. Her principal interest has been in connection with the Civil Service Board of Tampa; she has been a member of this for the past four years, and for the past year and a half, has been its chairman.

Mrs. Norris was Secretary of the First Kindergarten Association formed in Hillsborough County; was Secretary of the Playground Association sixteen years before public recreation became one of the departments of the City of Tampa; served as Secretary at the organization of Tampa Chapter of the American Red Cross, in 1917, and served in this capacity until forced to resign, as a full time paid Secretary was necessary, and she was unable to give full time; was the Women's Representative on the Food Board during the World War; was Chairman of the Committee which secured the establishment of the Hillsborough County Detention Home, and has served on the Board of Managers ever since.

Mrs. Norris is a member of the Tampa Chapter United Daughters of the Confederacy; Tampa Chapter D. A. R.; Tampa Civic Association; Tampa Women's Club; Students' Art Institute; Tampa Chapter American Red Cross; U.S.S. Tampa Post, American Legion Auxiliary. At the present time, she is President of Hillsborough County Federation of Women's Clubs; Auditor of Tampa Chapter U. D. C.; Parliamentarian of Tampa Women's Club; Chairman of Education, Tampa Civic Association; Chairman of Americanization Committee American Legion Auxiliary; member of Executive Board of the Volunteers of America Free Training School for Girls; Director of Tampa Welfare League and Community Chest;

Edward Lee

Vice-Chairman of Advisory Committee, Tampa Urban League; Chairman Institutional Relations Department of Florida Federation of Women's Clubs; member Board of Incorporators of Musicale and Federated Clubs, Inc.; and Chairman of Mrs. Norman V. Randolph Relief Committee National Organization U. D. C.

Among various offices which Mrs. Norris has held, may be mentioned the following: President Tampa Chapter U. D. C. for three terms; State President of U. D. C.; Treasurer-General U. D. C.; Chairman National Finance Committee U. D. C.; State Chairman of Education U. D. C.; Regent De Soto Chapter D. A. R.; State Historian D. A .R.; Vice-President U. S. S. Tampa Post American Legion Auxiliary; Chaplain American Legion Auxiliary; Secretary Tampa Women's Club; President of Tampa Civic Association; Chairman of Hillsborough County League of Women Voters; one of the organizers of the State League of Women voters, and one of the committee of three which drafted their Constitution and By-Laws; first National Committee Woman from Florida, American Legion Auxiliary; Vice-President for two years of the State Social Workers; served six years as Chairman of the Social and Industrial Conditions Department of F. F. W. C.; and Treasurer of Hillsborough County Federation of Women's Clubs.

CARLISLE C. NOTT

Carlisle C. Nott was born May 23, 1866, at Adams, Jefferson County, New York, son of Sylvester G. and Emma Nott. He is of English descent.

He received his education in the schools of Jefferson County, New York, and his first important business engagement was with the National Cash Register Company of Dayton, Ohio, with which concern he remained from 1897 to 1909. He subsequently went with the Burroughs Adding Machine Company of Detroit, and in 1915, he came to Tampa to open up the territory for this important company. His territory included all of South Florida, and he established many agencies in this district and he built up a tremendous business for his company.

In August, 1926, Mr. Nott purchased the Wallace Paint and Varnish Company, manufacturers of paints. The name of the firm was changed to the Nott Paint & Varnish Company and he is now the active head of this concern.

He has taken interest in various other directions in Tampa. He had the distinction of being the President of the first Community Chest Drive and he has taken an active part in Boy Scout work and served on the Court of Honor of this organization.

He is Vice-President of the Office Equipment Company and belongs to the Rotary Club, to the Manufacturers Association of Tampa and to the Tampa Board of Trade.

His fraternal affiliations are with the Masons and Shriners.

He was married in London, England, on the 29th day of July, 1905, to Ethel Robinson.

ARMIN J. ORTMEYER

ARMIN J. ORTMEYER, was born July 27, 1884, at Louisville, Kentucky, the son of Herman and Catherine (Weiting) Ortmeyer.

He attended the grammar school and high school of Louisville, and early in life became engaged in the furniture business, learning the trade in factories in Louisville. He subsequently engaged in the furniture business for himself, establishing a business in Little Rock, Arkansas.

He came to Tampa in 1925, and in association with R. N. Thompson, he established the Ortmeyer-Thompson Wholesale Furniture Company. Although only in existence a short time this Company has enjoyed a unique success, having developed a very large business along the West Coast of Florida. A stock of some two hundred thousand dollars worth of merchandise is carried, and the annual business runs over five hundred thousand dollars.

Mr. Ortmeyer is a member of the Rotary Club, Palma Ceia Golf Club, and of the Tampa Board of Trade. He is also a Mason and a Shriner.

He was married in March, 1909, at Hot Springs, Arkansas, to Leila Jones and has two children: Arlein and John.

DANIEL J. O'SULLIVAN

DANIEL J. O'SULLIVAN was the founder and first President of Sacred Heart College in Tampa, which dates back to 1899, when the first class of the grammar school numbering twenty-one boys was enrolled. Class was taught for a time in the assembly hall of the Young Men's Catholic Club, corner Marion and Twiggs Streets.

Tampa began even then, to give promise of the wonderful development which is so much in evidence today. Fully alive to the bright prospects of the future and the proportionate needs of a fast growing Catholic community, Rev. William I. Tyrrell, S. J., former pastor of the Parish, had laid the foundation of the Sacred Heart Church, corner Florida and Twiggs Streets. This monumental edifice of gray granite and marble was dedicated under the Presidency of Rev. John Navin, S. J., on January 15, 1905. The old frame church meanwhile had been moved and for many years served as a spacious and substantial school building. The first high school graduation diplomas were awarded to the class of 1912.

On May 29, 1916, under the Presidency of Rev. Michael McNally, S. J., ground was broken for the splendid brick building, corner of Florida and Madison Streets, and its doors were opened to the student body in January, 1917.

Sacred Heart College is located at Florida and Madison Streets. It is situated in the heart of the city, and can be easily reached from every part of Tampa. Four car lines pass its doors, while most of the other city and suburban lines are only a block away. The class rooms are large and well lighted. The Department of Science is equipped with laboratories and all the up-to-date apparatus necessary for experimental purposes.

The educational system followed at Sacred Heart College is substantially that of all high schools conducted by the Jesuit Fathers in every part of the world.

It is based on the Ratio Studiorum, a system of studies worked out centuries ago by the most prominent Jesuit educators in the world. This educational system has achieved wherever it has been tried, the most wonderful success. It secures, on the one hand, that stability so necessary to educational thoroughness; while on the other hand, it makes liberal allowances for the varying circumstances of time and country. While conservative in retaining what is of unquestioned value in the older learning, it is sanely progressive in adopting the proven results of modern science. Many of the so-called new methods of teaching are in reality revivals of devices used long ago by the Jesuit system.

Even more necessary than mental development is the forming of the boy's character. Of itself, intellectual training has no morally elevating influence. Morality must be the basis upon which education is built; morality must be the vital force that must animate and guide its every stage. Therefore morality is taught continuously and systematically; it is the atmosphere which the student breathes; it supplies the principles of conduct that must influence his every thought and word and action.

But morality without religion is a myth. Therefore Sacred Heart College like every Catholic College insists on religious training for Catholic students as the only possible means of obtaining this moral development. Accordingly, the spirit of religion pervades its entire system of education. Thorough instruction in the principles of religion forms an essential part of the curriculum, beginning with the easier method of catechetical instruction and gradually developing into a fuller study of the evidences of religion. Catholic students are required to attend the classes in Christian Doctrine, to be present at morning prayers in church, to make an annual retreat, and to approach the sacraments at least once a month.

While non-Catholic students are welcome, their religious opinions are studiously respected, and they are not required to attend these exercises.

D. F. OWEN

D. F. Owen, was born in Newton County, Georgia, February 22, 1870, son of John W. and E. J. Owen. He spent his boyhood and youth in his native state, where he received his early education.

He came to Tampa in 1894, and for a time was engaged in the typewriter business and later became a solicitor in the passenger department of the Florida Central and Peninsular Railroad.

In 1899 he entered the automobile business securing the agency for the Mobile Steam Car, the first automobile agency in the City of Tampa. He possessed the first automobile owned by a citizen of Tampa. He subsequently obtained the Ford agency, which car he handled until 1917, when he secured the agency for the Franklin, which agency he still retains. Mr. Owen has the unique distinction of being the oldest automobile man in length of service in Hillsborough County.

He is interested in numerous other businesses in Tampa. He is president of the following: The Owen-Joh Tire Company; the Owen-Nicholas Company, and the Tampa Furniture Company. He has been interested in banking and was one of the organizers of the old Bank of Commerce of Tampa, and at the present time is a director in the Morris Plan Bank of Tampa.

He is a member of the Kiwanis Club, and his fraternal affiliations are with the Odd Fellows and Elks.

He was married on the 2nd day of September, 1908, to Alma Nance, of Ripley, Mississippi, and they have one son, Marcus N.

LEE F. PALLARDY

LEE F. PALLARDY was born at St. Charles, Missouri, on September 30, 1892, son of Paul and Sophia Kretzer Pallardy. He is of French descent (both sides), his father having been one of the first settlers in St. Charles, Missouri, which was originally a French settlement.

He received his education in the schools of his home town, where he subsequently engaged in the Mortgage and Insurance business. He later followed these lines in St. Louis, and in 1914, he came to Tampa to make his home. He and Mr. H. J. Watrous purchased the Insurance and Mortgage business of the Hendry & Knight Company about five years ago, which business they have since continued under the name of Hendry & Knight Insurance Agency. They have built up a very large business in these lines, having written thousands of dollars worth of insurance, and having placed some of the largest loans ever made in Tampa.

Mr. Watrous and Mr. Pallardy also operate Pallardy-Watrous, Inc., having started this company in 1927. This company does a general mortgage loan business.

Apart from the interest in his own business, Mr. Pallardy is Director in the Tampa Mutual Building and Loan Association, and belongs to the Palma Ceia Golf Club, and is a member of the Catholic Church.

He was married at Tampa on the 11th of June, 1918, to Euphemia Mahoney, and has one son, Lee F. Pallardy, Jr.

THOMAS PALMER

THOMAS PALMER was born in Washington County, Georgia, April 6th, 1859, the son of David and Margaret (Collins) Palmer. The Palmer family has been in the South for about two hundred years, various branches of the family living in Virginia and North Carolina, and from thence to Georgia and Florida.

Thomas Palmer came to Florida with his mother when only three months old, his father having died before his birth, and was raised and attended the common schools in Madison County; he studied law in a law office and was admitted to the bar at Brooksville, Florida, in 1882, but afterwards attended the University of Virginia where he received the degree of B. L. in 1888.

He commenced the practice of law in Brooksville, Florida, in partnership with Judge J. B. Wall, having been appointed State Attorney of the Sixth Circuit, embracing Tampa. He came to Tampa in 1889 and is therefore one of the oldest practicing lawyers in point of service in the City. He has held one other important public office, to-wit: that of State Senator, to which position he was elected in 1895 and reelected twice; during his last term in the Senate, he was President of that Body. While a resident of Brooksville, he was elected Mayor of that Town.

It is largely due to Mr. Palmer that the development known as "Davis Islands" is now in existence, as he introduced, without the suggestion of anyone, and was instrumental in having a law passed known as the Palmer Bill that gave the City of Tampa all water-covered lands within the corporate limits of the City, upon which the greater part of Davis Islands has been built.

He was married at Mansfield, Citrus County, Florida, on the 24th day of April, 1889, to Miss Ruby Brooks of Pleasant Hill, Alabama. They have no children and their present residence is 1901 Florida avenue, corner of Palm, Tampa, Florida.

CHARLES B. PARKHILL

Charles B. Parkhill was born in Leon County, Florida, June 23rd, 1859, son of George W. and Elizabeth (Bellamy) Parkhill. His father came from Virginia to Florida in 1828 at the age of six, and settled with his parents in Leon County. He was a member of the Legislature and Secession Convention. He organized a company at Tallahassee for the Civil War, became its Captain, and was killed in one of the first battles of the war.

Judge Parkhill received his early education in the public schools at Monticello, Jefferson County. He subsequently became a student at Randolph-Macon, and still later attended the University of Virginia, where he studied law.

He commenced the practice of law at Pensacola, where he became known as one of the outstanding lawyers of the community. His worth soon became recognized, and he was early elected State Senator from Pensacola. Subsequently he was made County Solicitor of the Criminal Court at Pensacola, and was Circuit Judge for three years.

In 1905 he became Judge of the Supreme Court of Florida, and served in this capacity with honor and distinction to himself and to the people of Florida for seven years.

In January, 1912, Judge Parkhill moved to Tampa, where he has since resided. It was not long after his arrival there that he was elected City Attorney, which position he filled from 1914 to 1917. In 1920 he was elected State Attorney, which position he still holds.

During the World War, he served in the Judge Advocate's Department, with the rank of Major. He occupied this position from 1917 to 1920, for a part of which time he was a member of the A. E. F. in France.

It will be seen that Judge Parkhill has given the greater part of his life to public service, few, if any lawyers in the State have held as many, and such impor-

tant political offices as he, and it is to his credit that he has given great satisfaction during his incumbency of these various positions.

Judge Parkhill was married in 1884 to Genevieve Perry, daughter of Governor E. A. Perry of Florida. She died in 1885, leaving a daughter, Genevieve, now the wife of James M. Lykes. Judge Parkhill was married in 1891 to Helen Wall, daughter of Judge Joseph B. Wall, of Tampa. They have had eight children: Barbara Wall, now Mrs. Beman Beckwith; Elizabeth Bellamy, now Mrs. S. L. Lowry, Jr.; Helen Wall, now Mrs. C. A. Rudisill; Joseph F., Charles B., Richard C. (deceased), Emala Mays, and John R. Parkhill.

JOSEPH G. PARSLOW

JOSEPH G. PARSLOW is a native son of Tampa, having been born there October, 1887, son of Alfred H. and Josephine (Ghira) Parslow. His grandfather, Parslow, was one of the earliest settlers in what is now Tampa. He located at Fort Brooke in 1849, and ultimately became a large property owner. Alfred H. Parslow with associates obtained the first railroad right of way in Tampa, which they ultimately sold to the Plant System. He was connected with the old Jacksonville, Tampa and Key West Railroad, and came to Tampa in 1870. For the greater part of his life, he engaged in Architecture, and was Architect for many of the leading cigar factories in the city, and also for a number of the finest residences here, including that of Colonel Peter O. Knight.

Joseph G. Parslow received his education in the Sacred Heart College and Tampa Business College, at Tampa, and later, matriculated at Spring Hill College in Mobile, Alabama, where he received the degree of B. S. in 1908.

He returned to Tampa in the year of his graduation from college, remaining there for two years, when he went to Alabama, and engaged in the hardware business until 1914, when he returned to Tampa, and entered the real estate business.

During the World War, he served with the J. G. White Engineering Construction Company, doing construction work for the United States Government at Arcadia, Florida. He later entered the Aviation Corps, and was stationed at Carlstrom Field.

He is a member of the Catholic Church, and of the Knights of Columbus.

He was married in April, 1909, to Emily Louise Staub, and has five children: Howard, Alfred, Edwin, Joseph G., Jr., and James Parslow.

FRANK A. PARZIALE

FRANK A. PARZIALE was born at Chelsea, Massachusetts, January 11, 1892, son of Charles and Mary A. (Dacey) Parziale. His paternal ancestors came from Italy, settling first in New York, and later in Boston. His maternal ancestors were from England, and settled in Boston.

Mr. Parziale attended public schools in Chelsea, and the Massachusetts School of Normal Arts. He studied Architecture at Columbia University during 1919 and 1920. He subsequently was in attendance at the Art Training Center in Bellevue, France, for about six months.

He commenced his Architectural career with the firm of Cram, Goodhue & Ferguson, in Boston and New York. He came to Tampa in 1921, and for several years was connected with local Architects. Since 1924, he has operated his own office, and has built up a splendid practice. Among the buildings which he has designed alone, or in association with others may be mentioned: several buildings at Southern College, Lakeland; the Grover Cleveland School in Tampa; the School in Sun City, Florida; United Markets Warehouse in Tampa, and many fine residences in and around Tampa.

His war record is one to be proud of, as he served for two years in the World War, a considerable portion of which time, he was at the front in France, where he took part in the St. Mihiel and Meuse-Argonne offensives. He was a member of the Engineers' Corps, and held the rank of Sergeant. He was awarded the Victory Medal with two battle clasps at the termination of the war.

Mr. Parziale was recently honored by being elected President of the Tampa Association of Architects, and he is also a member of the Florida Association of Architects and the American Legion.

His religious affiliations are with the Catholic Church, and he belongs to the Knights of Columbus.

He was married to Betty Armstrong at St. Augustine, December 17, 1921. Mrs. Parziale is a member of several organizations in Tampa, including the Friday Morning Musicale, the Tampa Women's Club, and the American Legion Auxiliary.

CLARENCE L. PATCH

Clarence L. Patch was born at Smyrna, Michigan, August 22, 1882, son of Elmer and Carrie (Dolley) Patch. On his father's side, he is of Welch and Dutch extraction, and on his mother's side of French and English.

Mr. Patch received his education in the schools of Michigan, and of Orlando, Florida, to which city his parents moved in 1896.

He came to Tampa in 1899, and two years thereafter, entered the Tampa Post Office, in a subordinate position. He has been continuously promoted, and at the present time he holds the position of Assistant Postmaster. He has the distinction of having served under four different postmasters while connected with the office. As an indication of the growth of Tampa, it is interesting to note that the receipts of the Post Office were about $35,000 the first year he was connected with it, and during 1927, they were over $1,000,000. In 1899 there were eleven employees, and now there are over three hundred, indicating a phenomenal growth over a period of only twenty-five years.

Mr. Patch is a member of the Riverside Baptist Church, where he is Superintendent of the Sunday School. He also belongs to the Kiwanis Club, of which

he is Secretary, and his fraternal affiliations are with the Masons and Odd Fellows.

He was married at Tampa on November 7, 1905, to Pearl Nash, daughter of the Rev. C. H. Nash, retired Baptist preacher. Five children have been born to this union: Thelma, Carolyn, Helen, Marjorie and Doris.

AVON J. PEACOCK

Avon J. Peacock was born at Louraville, Florida, May 23, 1893, son of Heber F. and Ella (Jackson) Peacock. His father was a farmer and stock man for many years in Florida.

The subject of this sketch received his education in Bronson High School, Levy County, Florida, and at the University of Florida, from which institution he holds two degrees: B. S. in Education and B. S. in Agriculture, and holds two Life Graduate State Certificates. After leaving college he taught school in Gainesville for sometime, where he was Assistant Principal of the High School. After two years in this position he was appointed Assistant Physicist in the Bureau of Standards, Washington, D. C. He later established the Dade County Agricultural High School at Lemon City, where he remained for two years. In 1920 he was called to Hillsborough County, where he established the County Agricultural School at Plant City, and of which he was until recently principal. This school is run in conjunction with the local high schools, and is made up largely, but not entirely, of high school students. These agricultural schools have filled a long felt need, as very complete courses in Agriculture are given, covering such subjects as Plant Production, Animal Husbandry, Farm Management, Rural Engineering, etc. The School at Plant City now has seventy students, of which over eighty-five per cent come from outside of Plant City, indicating the wide-spread drawing power of the school.

Mr. Peacock has taken considerable interest in local affairs in Plant City, and was a member of the Charter Board, which drew up the charter for the Commission form of government there. He also holds membership in the local Methodist Church, the Kiwanis Club, and the East Hillsborough Chamber of Commerce. He is a Mason, and has held several important positions in this order. He was recently honored by being elected President of the Vocational Agricultural Teachers' Association of Florida. He is now employed by Synthetic Nitrogen Products Corporation in charge of their Agricultural Department for Florida.

He was married at Williston, Florida, on the 29th of November, 1917, to Ruth Philips, and has the following children: Mildred, Edna Ruth and Avon J. Peacock, Jr.

BRYANT E. PEARCE

Bryant E. Pearce was born at Arcadia, Florida, on Christmas Day, 1891, son of P. S. and Lietercia (Chandler) Pearce. His father was from Georgia and his mother from Louisiana.

He received his education in the public schools of his home town, and subsequently attended Tampa Business College.

He started in business as assistant bookkeeper with the Pierce Electric Company, and, on account of his diligent application to the various positions which he has filled with this company, he was in 1926 made Vice-President and General Manager.

The Pierce Electric Company is the largest wholesale electric supply house in the State of Florida. The main office and principal warehouse are maintained at Tampa, but there are branches at Jacksonville and Miami.

During the past three years, the business of the company has been averaging more than five million dollars per year. A modern new three-story plant for the company was recently completed at 710 Bell Street, Tampa, Florida. This building has every conceivable modern convenience and embraces about 50,000 square feet of floor space.

Mr. Pearce is a member of the Tampa Board of Trade, the Highland Avenue Methodist Church, the Tampa Rotary Club and is also a Mason and Shriner.

He was married to Clara E. McNeill at Tampa, Florida, and has one daughter, Mary Elizabeth.

JAMES A. PEARCE

JAMES A. PEARCE was born in Polk County, December 14, 1879, son of William J. and Henrietta (Padgett) Pearce. His father was also a native son of Florida, having been born in the Fort at Fort Meade, during an Indian War.

Mr. James A. Pearce received his education in the public schools of Polk County, and was raised on his father's farm near Plant City. He began his business career as a bookkeeper in the store of his uncle, Henry B. Wordehoff, and he followed the mercantile business until 1917. For some time, he operated the James A. Pearce Men's Furnishing Store.

He served as City Treasurer of Plant City for two years, and as Tax Assessor for some time. When the Board was elected for the purpose of writing a Commission form of governent charter for Plant City, he had the distinction of receiving the highest vote of the fifteen candidates.

After he resigned as Tax Assessor, he went into the Insurance business; and at the present time, is the principal owner of the Clark Insurance Agency of Plant City, which does a very extensive business in its line throughout the eastern section of Hillsborough County. He is a member of the Methodist Church, Kiwanis Club, the East Hillsborough County Chamber of Commerce and the Plant City Golf Club. His fraternal affiliations are with the Masons, the Shriners and the Knights Templar.

He was married at Plant City to Tee White, and has two children: Charles and John.

ENRIQUE PENDAS

ENRIQUE PENDAS was born in Spain, April 12, 1865. He located in Havana, Cuba, in 1881, remaining there three years, engaged in the cigar manufacturing business. In 1883, he removed to New York, and became associated with his Uncle in the firm of Lozano, Pendas & Company. In 1887, he came to Tampa and established a cigar factory. At that time, there were only two other factories in Tampa, Sanchez & Haya and V. Martinez Ybor & Company. Mr. Pendas remained in active charge of his cigar factory business until 1915, when he became manager of the Havana-American Cigar Company, a branch of the American Tobacco Company, which operates three factories in Tampa, those of M. Stachelberg & Company, M. Valle & Company, and the Havana-American Company. He retired from the cigar business sometime ago.

Mr. Pendas is one of the few pioneer cigar men of Tampa still living there, and few, if any others, have taken such a prominent part in developing the important cigar industry of Tampa. For seventeen years, he was President of the Tampa Cigar Manufacturers' Association, and when he retired, he was elected Honorary President of this Association. He was founder of El Porvenir Benevolent Society in 1888, and was one of the main factors in founding El Centro Espanol. At the present time, he is a Director or Vice-President in twenty-two Companies in Tampa; among them, the Citizens Bank & Trust Company, Victory National Life Insurance Company, and the Strand Amusement Company.

Mr. Pendas was married to Roselea Torrens at Tampa on December 6, 1888, and two sons were born of this union, Daniel and Armando.

JAIME PENDAS

JAIME PENDAS was born in the northwestern part of Spain, and came to the United States in 1871, settling in New York City, where he lived until 1881. He received his education in New York State, where he attended the Peekskill College-on-the-Hudson.

In 1881, he went West, and traveled throughout the western states until 1891, when he came to Tampa, and entered the cigar business with his distinguished brother, Enrique Pendas, and became one of the pioneers in the upbuilding of the cigar manufacturing industry in Tampa. He was first connected with the Lozano-Pendas and Company, the founders of which were F. Lozano, Y. Pendas and M. Alvarez.

This company was ultimately liquidated, and he next became Manager of the local factory of the General Cigar Company at Tampa. After filling this position for a few years, he went to Porto Rico, where he was Vice-President and Manager of the Porto Rican-American Tobacco Company.

He left Porto Rico in 1924, and returning to Tampa, he purchased a half interest in the United Motor Company, of which he is now President. The United

Motor Company represents the Chrysler Automobile in fourteen counties in southwest Florida, and a tremendous business has been done in handling this popular car.

Mr. Pendas has taken a leading part in various civic enterprises, and was a member of the Charter Board of 1927, which drew up the "Representative Form" of government charter for the city. He is a member of the Spanish Casino, and of the Centro-Asturiano, and has served as President of both. His fraternal affiliations are with the Masons and Shriners.

He was married at Tampa on January 4, 1896, to Jennie Conrad, to which union, two children were born: Manuel J. and Fernando A.

A. W. PERKINS

A. W. PERKINS was born in London, England, on the 14th day of July, 1878, son of John and Ruth (Sharpe) Perkins.

He came to the United States in 1901 and settled in Orange County, Florida, near Lake Apopka, where he engaged in fruit and vegetable growing until 1903 when he moved to Jacksonville, where he was connected with a wholesale fish house. He came to Tampa in 1903 and immediately became connected with the firm of Williams and Moorehouse Wholesale Grocers as salesman, remaining with this company for about eight years. At the end of this time, he and another salesman of the firm, Mr. V. V. Sharpe, decided to go into business for themselves and they organized the well-known wholesale grocery house of Perkins and Sharpe. Mr. Perkins is President and General Manager of the concern. From the inception of the business, the partners have been very successful and have developed a large business all over Southwest Florida. They were the first concern to inaugurate free truck deliveries throughout the Tampa territory and are now operating eight large trucks in this service. The trade of the company covers fifteen counties in South Florida, and six men are kept on the road.

Apart from his interest in the grocery business, Mr. Perkins is financially interested in several other important corporations of Tampa. He is President of the South Florida Cadillac Company, and a Director in the Exchange National Bank, also a Director in the Inter-Ocean Steamship Company.

He has always taken an active interest in civic affairs and was President of the Tampa Board of Trade from 1921 to 1922. He also served as District Director of the Florida Development Board in 1922 and 1923.

Fraternally he is a Mason and Shriner. He is a member of the Rocky Point Golf Club, of which he was President for nine years.

He was married at Tampa on the 7th day of May, 1924, to Grace Lay and has one son, A. W., Junior.

JOHN O. PERRY

JOHN O. PERRY was born at Newton, Baker County, Georgia, April 12, 1892, son of Walter C. and Ella Perry.

He received his education in the public schools of Bainbridge, Georgia, and came to Tampa in 1911, where he immediately joined the Exchange National Bank, at the foot of the ladder. He has been successively promoted to various positions in the Bank, and is now Vice-President of this important financial institution.

Mr. Perry was one of the organizers of the Tampa Chapter of the American Institute of Banking, and has served as Vice-President of this organization.

During the World War, he took a prominent part in the Liberty Loan Drives. He has taken a leading part in various affairs of Tampa, and belongs to the Tampa Board of Trade, the Palma Ceia Golf Club, the Tampa Yacht and Country Club, and the First Presbyterian Church. He is also a Mason and a Shriner.

He was married at Tampa on June 14, 1916, and has two children: Patsy and John O. Perry, Jr.

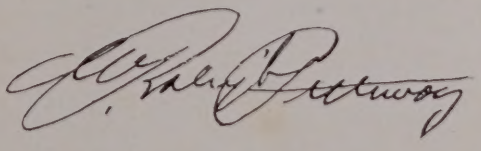
WALTER RALEIGH PETTEWAY

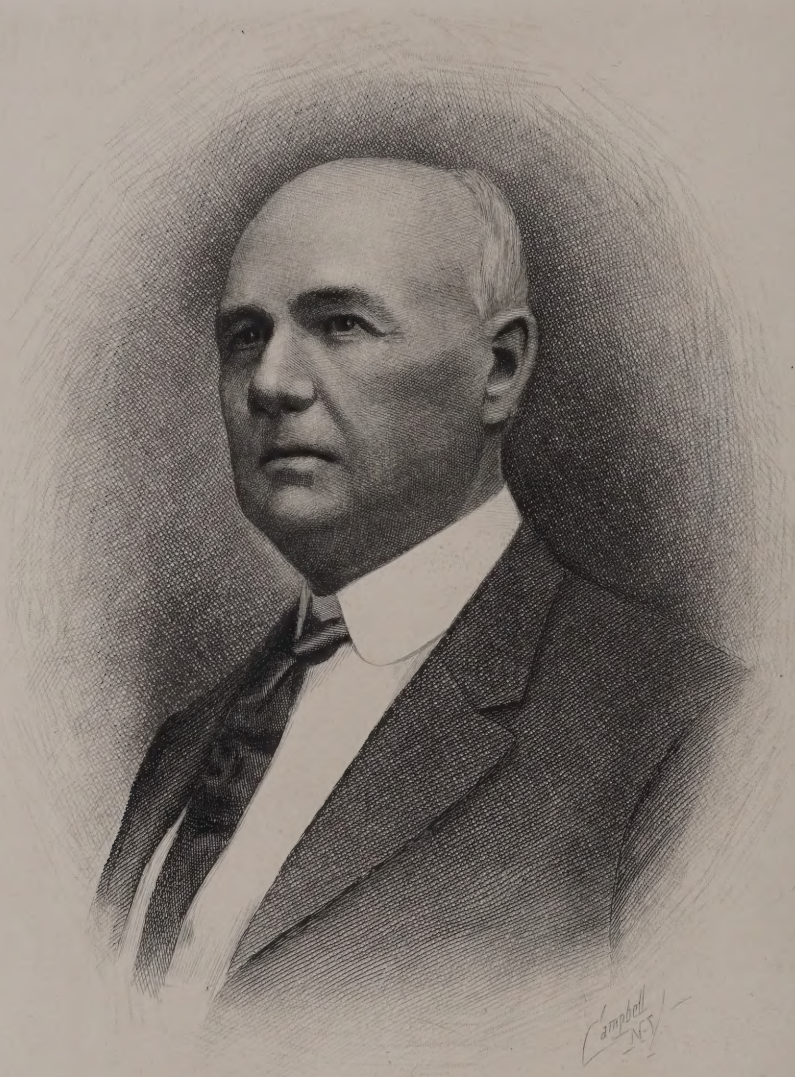
WALTER RALEIGH PETTEWAY was born near Jacksonville, North Carolina, June 7, 1891, son of Lewis Sparkman and Sarah Cathrine Petteway.

Both of his parents were born, and lived most of their lives near Jacksonville, North Carolina.

The subject of this sketch received his education in the public schools of North Carolina and subsequently attended the University of North Carolina, from which institution he received the Degree of A. B. in 1913. He later studied Law at the University of Florida, and was awarded the degree of LL. B. in 1915. He also studied Law for one year at the Law School of Columbia University. He has practiced Law in Tampa since June, 1915, and has built up a highly satisfactory practice. In 1919, he became Judge of the Hillsborough County Juvenile Court, and served in that capacity until June, 1925, since which time, he has been Judge of the Hillsborough County Criminal Court.

Judge Petteway has taken a very active part in the life of Tampa. He is a member and past President of the Tampa Kiwanis Club; a member and President of the Tampa Bay Council of Boy Scouts; Chairman of Advisory Board of the Florida Free Training School for Girls, a subsidiary organization of the Volunteers of America; Member of Advisory Board of the Salvation Army, and he is a Director in the local Y. M. C. A. He is Past Chancellor Commander of Bay Lodge, Knights of Pythias, and five times Representative to Grand Lodge of Florida; he is now Grand Outer Guard of the Grand Lodge. He is a member, and Past Royal Vizier of Apmat Temple Dramatic Order Knights of Khorassan, and twice representative to Imperial Palace of that Order. He is a member of John Darling Lodge of Masons, and of the Tampa Consistory of Scottish Rite





J. W. Phillips

Masons. He belongs to the Pi Kappa Alpha Fraternity; Delta Theta Phi Law Fraternity; and Delta Sigma Rho and Tau Kappa Alpha Intercollegiate Debating and Oratorical Fraternities.

Judge Petteway is a member and Deacon of the First Baptist Church of Tampa.

He was married on August 8, 1917, at Graham, North Carolina, to Naomi Hocutt.

ISHAM WHITFIELD PHILLIPS

Isham Whitfield Phillips, first son of Levi N. Phillips and Mary O. Lester, was born on the 16th day of October, 1852, at Corinth, Mississippi. Mr. Phillips' ancestors for several generations were residents of Georgia, his grandfather residing near Newnan, Georgia, marrying a Miss Sarah Wilkie, and rearing a large family, and living the life of a Southern planter. The break-down of the Southern States at the end of the Civil War, and the giving up of his more than one hundred slaves that were freed by the vicissitudes of the war, placed him, as it did thousands of others of the old Southern planters, facing an entirely new order of things.

Mr. Phillips' father was born November 15, 1823, and after attending the schools of Georgia, was sent to Philadelphia for his collegiate and medical degrees, and upon his graduation, he married Miss Mary Lester of Georgia, on August 14, 1849, and moved to Corinth, Mississippi, where there were born to them seven children, of whom Isham W. Phillips was the third child and oldest son.

At the death of his father on August 13, 1869, I. W. Phillips was only sixteen, and at this very early age he found himself facing heavy responsibilities. By reason of the break-down of the landed class of the South, the freeing of the slaves, and destroying of the fortunes of a great percentage of the Southern planters, many were the responsibilities that were placed upon his shoulders before he had reached maturity. His great ambition had been to secure a well-rounded collegiate education, this desire for a thorough preparation for life being particularly fostered by a devoted teacher who fed the fires of his smouldering ambition, but because of the straightened financial circumstances, not alone of his own family, but of practically all of the old Southern planter families, it was not possible for him to secure more than a high school education, and this was a matter of much regret all the days of his life.

Giving up his great longing for college degrees, under his mother's advice, and with the assistance of two faithful ex-slaves, he gave himself diligently to the management of his father's plantation for a few years, and finally determined he could best provide for those dependent upon him by going into the city, and obtaining such position as he could with some business establishment. He easily secured a position with modest salary with one of the general mercantile firms of the adjoining town of Corinth, and because of his diligent attention and untiring energy, he made rapid progress in his new line of work, and at the end of two

years, he felt that he had sufficiently mastered the details of the business to warrant his going into business for himself. The ever important question of money was still before him. However, he went to the banker at Corinth, and told him that he wished to borrow sufficient funds to enter business, but that he had nothing to put up, stating "I cannot pledge the home of my mother and young brothers and sisters—I have nothing to pledge as collateral but my honor and my willingness to work." A loan was granted, and this was the beginning of a long life given to commercial enterprises. Mr. Phillips had a personality which invariably won the confidence of everyone in his integrity and fair dealings. He attracted and won customers over a wide space of territory, and that confidence and warm appreciation of the man still burn brightly in the hearts of scores of men and women who knew him.

In November of 1878, Mr. Phillips was married to Miss Fannie Tuggle Johnson, of Iuka, Mississippi, a descendant of Tennessee's splendid families, and a young woman of rare intellectual attainments. To this union, was given two daughters: Cornelia, who died at the age of five years, and Lyla Marion, now Mrs. R. M. Clewis, of Tampa, Florida. Mrs. Phillips passed on after eight years of happy married life.

In a few years, because of his increasing business throughout a territory ranging over one hundred miles, Mr. Phillips established a branch business in the town of Booneville, Mississippi.

In the fall of 1894, upon the urging of Colonel John Trice and Robert W. Easley, the first named being a banker, and the second an attorney, and one of the first mayors of Tampa, Mr. Phillips came to Tampa on a visit, and he was so pleased with the opportunities offered by South Florida that he returned to Mississippi and at once began selling out his interests there, and preparing to move to Florida. In the meantime, the calamitous freeze of February, 1895, came, and made the moving away from his old home even a greater venture than it had before seemed. True to his fearless, determined nature, he stuck to his plans, and landed in Tampa in April, 1895, and entered the wholesale grocery business, later adding thereto a line of building supplies. Because of the fact that Tampa had practically no other industry than the manufacture of cigars, and that Cuba was in the throes of its last years as a colony of Spain, conditions the first few years of his residence in Tampa were none too favorable. The coming of the war with Spain in the Spring of 1898, and the bringing of a large camp of soldiers to Tampa, made an opportunity of which he was quick to take advantage, and gave him a big forward stride toward a competency.

About three years later, the building supply business proving more attractive, Mr. Phillips gave up the wholesale grocery part of his business, and the well-known firm of today, I. W. Phillips & Company, is the result of his foresight and diligence in handling his affairs.

Mr. Phillips' second wife was Miss Carrie Lee Trice, of Verona, Mississippi, whom he married on April 30, 1891. To this union were born the following children: Alfred R. Phillips, who served both on the Mexican Border and in France,

and who is now President of his father's Company; Adrienne Trice Phillips, now Mrs. Walter F. Eller; Eleanor Whitfield Phillips, now Mrs. Walton N. Hicks, and I. W. Phillips, Jr. There have been the following grandchildren: Carolyn Isabel Clewis, who died at the age of two, and Richard M. Clewis, Jr.; Walter Neil Hicks, Jr., and Margaret Hicks, and I. W. Phillips, III.

The one outstanding characteristic of Mr. Phillips was his devotion to his family, and to his church, the Methodist Episcopal Church, South. There has not been in Tampa or South Florida any man who stood more strongly for the tenets of the Christian religion and for everything that made for the advancement of the faith of his fathers. Shortly after his coming to Tampa, the Hyde Park Methodist Episcopal Church, South, was organized and Mr. Phillips was named as Chairman of the Board of Stewards, which position he held until his death.

He possessed unflinching courage to meet any responsibility or disappointment in life, believing implicitly that he was sustained by a Heavenly Father, in all the complexities of life. This childlike and abiding trust he maintained to the end of life, which occurred at his home, 114 Plant Avenue, on January 16, 1914.

ALAN B. PIMM

Alan B. Pimm was born at Tampa on June 30, 1896, son of Charles H. and Eva E. (Taylor) Pimm. His parents were early comers to Tampa, having arrived about forty years ago. Mr. Alan B. Pimm attended the grammar schools, and Hillsborough High School of Tampa, and later went to the Alabama Polytechnic Institute, from which institution he received the degrees of B. S. and C. E., in 1917 and 1918 respectively.

Immediately after leaving college, he joined the Army, commissioned as Second Lieutenant in the Engineers' Corps, being located at Camp Humphries, near Washington, D. C.

After the war he joined the Engineering Department of Hillsborough County as Assistant Engineer. He filled this position until 1922, at which time he was appointed County Engineer; and in this position he has complete supervision over the building of highways and bridges in the county. The staff of his office now numbers about sixty, which is about ten times the number there when he was appointed Assistant Engineer in 1919.

Mr. Pimm is a member of the Baptist Church, the Rotary Club, the Tampa Board of Trade, and the Masons.

He was married June 30, 1920, at Tampa, Florida, to Florence Eckland, and has two children: Morris Charles, and Mildred Louise.

MURLIN L. PRICE

Murlin L. Price was born March 3, 1891, at Linton, Indiana, son of I. O. and Ada M. Price.

His early education was received in the schools of Indiana, and he studied music at the Metropolitan School of Music in Indianapolis.

For a number of years, Mr. Price followed the profession of violinist. In January, 1911, he came to Tampa, and followed his profession as musician until 1922, when he established the M. L. Price Music Company, which in the comparatively short period of six years, has become one of the leading music houses in the state. A complete line of all sorts of musical instruments, including radios, is carried, and such well known pianos as the Chickering, the Bach and the Wurlitzer are sold. The main store is located in Tampa, and a successful branch is operated at Plant City. Mr. Price has been active in promoting musical education in the schools of Tampa, and he has obtained some of the music teachers for these schools.

His fraternal affiliations are with the Masons and the Shriners.

Mr. Price was married at Tampa to Edna Barnett, and has two children: Edna and Murl.

WALTER L. QUINLAN

WALTER L. QUINLAN was born at Dalton, Massachusetts, August 4, 1893, son of Dr. Henry F. and Catherine (Leahy) Quinlan. His paternal ancestors have been traced to the year 900, in Scotland and Ireland, and the first members of the family came to America in 1770, settling in Maryland and Connecticut. Many members of both branches of his family have been professional men, and several were Civil War and Spanish-American War veterans.

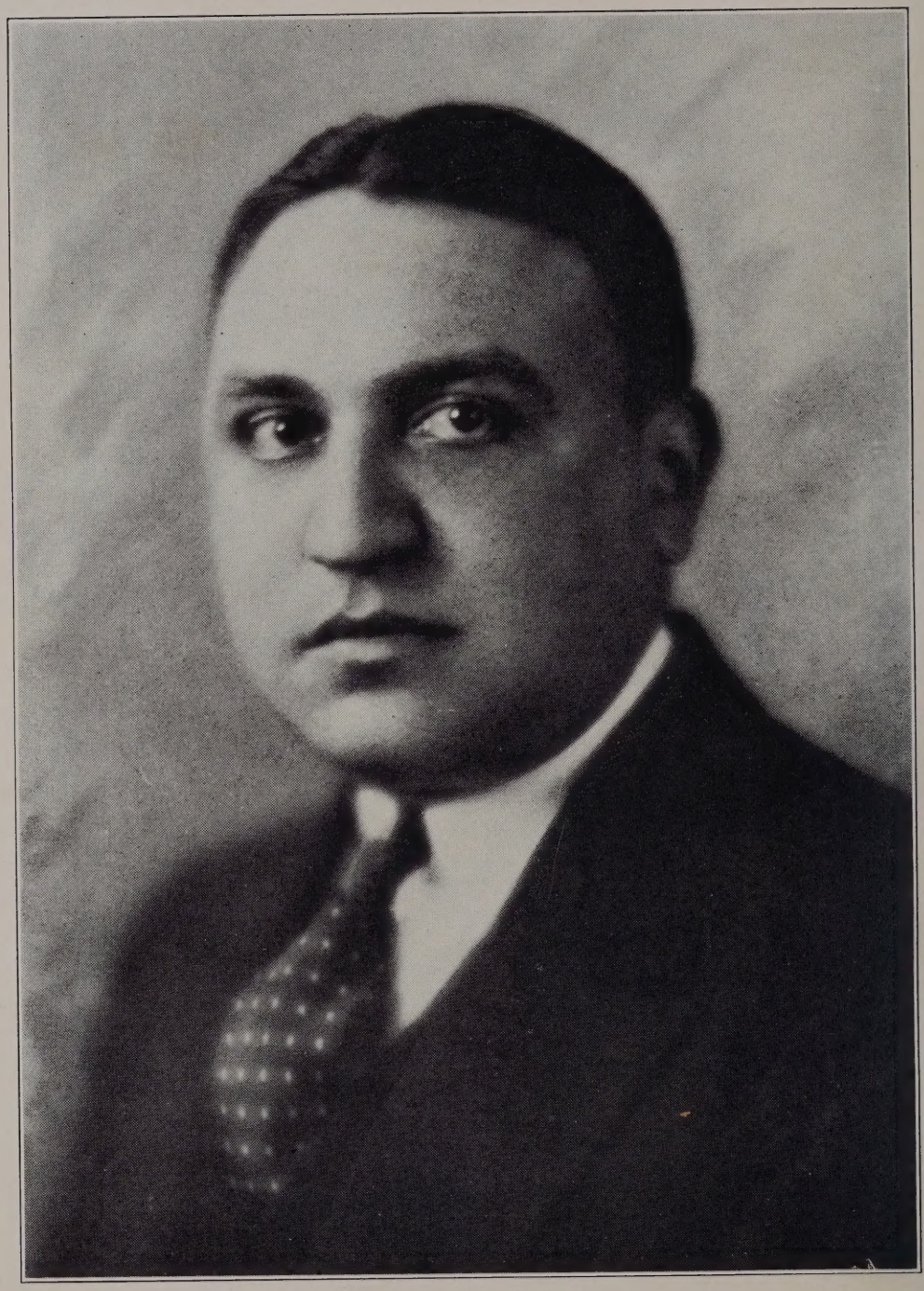
Walter L. Quinlan received his education in the schools of his home town, including the High School there, and later, attended Cornell University, from which institution he received the degree of A. B. in 1919. He also attended New York University, Ohio State University, and the University of Texas. After leaving college, he engaged in recreational work in New York City, and subsequently followed the same line of work in North Carolina and in Boston.

He came to Tampa in 1924 to become Director of Recreation there. When he arrived, the recreation facilities of the city were privately operated, but in 1926, the city took them over, and he was given the title of Superintendent of Public Recreation.

Mr. Quinlan is also a Physical Education Director, and for some time, had charge of Physical Education in twenty-four schools in and around Tampa, and this was the first part of Florida where this important branch of education was inaugurated.

He has been much interested in the development of school playgrounds, and he has been instrumental in having the School Board require at least five acres of ground for every elementary school site.

At the present time, he is laying the foundation for a modern physical education program, based on American needs and capacities, as compared with the German and Swedish Systems. The plan is to include the whole County in the near future, and natural physical training is to be stressed on account of the year-round out-of-door climate of Florida.



Paul Lachelson

During the World War, Mr. Quinlan was a member of the Air Service, and was engaged in the service of his country for about a year and a half. He is a member and officer in a large number of organizations, many of which are statewide. Among them may be mentioned the following: The Florida State Board of Approved Basket Ball Officials, of which he is President; State Association of Recreational Executives, of which he is Vice-President; Florida A. A. U., of which he is Vice-President; Florida Association of Approved Athletic Officials, of which he is Vice-President; Florida West Coast Tennis Association, of which he is President; Tampa Tennis Club, of which he is President; American Physical Education Association; The Southeastern Branch of the American Physical Education Association; Cornell University Alumni Association, of Florida, of which he is Secretary and Treasurer; Old Colony Club; Seminole Heights Civic Club, and the American Legion.

He was married at Norwood, North Carolina, to Georgia E. Lilly, October 8, 1921, and has one son, Richard Steven.

JIM QUINN

JIM QUINN was born in Escambia County, Florida, on August 12, 1892, son of George W. and Carrie A. Quinn. After completing his education in the schools of Pensacola, he went to Savannah, Georgia, where he learned the profession of accountancy, with the well-known firm of Clayton, Eaton, Horton & Saussy. He came to Tampa in 1920, where he opened an office for this firm, continuing several years, until he became connected with the Edwards-Savage Company. Since 1926, Mr. Quinn has operated his own office, and has built up a very large clientele, and he is known as one of the leading accountants of the city.

He holds membership in the Bayshore Baptist Church, and also belongs to the Optimist Club and the Tampa Board of Trade, and he is a Mason.

He was married at Tampa, to Leacy Griffin.

SAUL RACHELSON

SAUL RACHELSON was born in New York City on the 4th of March, 1893, the son of Morris and Fanny (Levine) Rachelson. Mr. Rachelson's parents were both born in Russia, coming to the United States when very young, their families settling in New York City. Mr. Rachelson's father, who was engaged in the cigar industry until very recently, came to Tampa in 1905, bringing his family with him.

Mr. Rachelson attended the public schools of Hillsborough County and graduated from the Hillsborough High School in 1911. After taking a short course in a local business college he soon thereafter entered the grocery firm of Chas. H. Moorhouse, Wholesale Grocer, with whom he was associated until the World War, then enlisting in the United States Navy, serving for a period of about two years, being discharged with the rank of Chief Yeoman.

In 1920 he organized the firm of Berger & Rachelson, Wholesale Grocers, also known as the Home of Gallons, and which firm has grown to be one of the largest Wholesale Grocery Houses in the Southwest part of the state, travelling and soliciting business in all Southwest Florida. Mr. Rachelson is President and General Manager.

Mr. Rachelson has always been a public spirited man, and whenever he has been able to spare the time has taken interest in all the important community enterprises.

He is a member of the Schaarai Zedek Congregation, and also belongs to the Civic Club, Automobile Club, Tampa Board of Trade and the American Legion. Fraternally he is an Elk and a Mason.

T. W. RAMSEY

T. W. RAMSEY was born in Thomas County, Georgia, March 24th, 1866, the son of Thomas W. and Camelia (McCloud) Ramsey. He attended the public schools in Georgia and subsequently entered Valdosta Institute at Valdosta, Georgia.

Mr. Ramsey came to Tampa as a young man in the year 1890, the year the Tampa Bay Hotel opened. He began his career as a carpenter, but it was not long before he became interested in the lumber business in which calling he has made such a fine record for himself in Tampa. He early became connected with the Jeton-Deckle Lumber Company and for some years had charge of their yard and was a Director in the Company. This Company subsequently bought out the Tampa-Havana Lumber Company, which was later liquidated.

In 1907 Mr. Ramsey purchased the Ybor City Novelty Works and changed the name to the T. W. Ramsey Lumber Company. Under his management, this Company has become one of the largest and most important in the southwest section of Florida, and the lumber for many of the most important buildings in and around Tampa has been supplied from its yards. In connection with the lumber business a novelty works is maintained for the manufacture of windows, doors and interior woodwork.

Although Mr. Ramsey has never sought political office, he has always taken an active interest in politics as he believes it a duty of every good citizen to do. He was a member of the Tampa City Council during the Gilette Administration, representing the Fourth Ward and he recived the highest number of votes of any candidate in the Charter Board election in 1927. He is a staunch believer in representative government.

Mr. Ramsey is a member of the Tampa Yacht and Country Club, the Board of Trade, and fraternally he is a Mason and Shriner and Knights of Pythias.

He was married at Tampa on the 30th day of April, 1902, to Nellie Collier and has three children: Thomas Winston, Allan Collier, and Elizabeth. His two sons both attended the University of Florida. Thomas Winston graduated in the Class of 1926 and is manager of the shipping department of his father's business; and Allen is a member of the Class of 1928.

GEORGE P. RANEY

GEORGE P. RANEY was born December 5th, 1875, at Monticello, Florida, the son of George P. and Elizabeth (Lamar) Raney. His father and mother were both born in Florida.

Mr. Raney obtained his education in the public schools of Tallahassee and attended the West Florida Seminary and the University of Virginia, from which institution he received the degree of Bachelor of Laws in 1896.

In the year of his graduation from college, he moved to Tampa, where he at once began the practice of his profession. At first he practiced alone, but subsequently was in partnership with Mr. M. B. Macfarlane. At present he is senior member of the firm of Raney, Raney & Wannamaker.

Mr. Raney has held several positions directly connected with the legal profession: he was County Solicitor 1905 to 1913, and then served as State's Attorney for this Judicial Circuit. He was Chairman of the State Democratic Executive Committee for five successive terms, 1912 to 1922.

He is a member of the State and County Bar Associations, a Knight of Pythias, and attends the Episcopal Church.

He was married at Tallahassee on the 9th day of November, 1896, to Claudia Bond Houstoun, and has one son, George P. Raney, Jr.

BENJAMIN MARION REED

BENJAMIN MARION REED was born in Centerville, Maryland, on April 27, 1874, son of James Edward Britton and Margaret Rebecca (Casdon) Reed. The Reeds were originally from England, the first one moving to America settled in Canada; James E. B. Reed settled on the eastern shore of Maryland.

Benjamin Marion Reed attended public schools in his native town, and then entered Washington College, and later studied Mechanical Enginering. He followed this profession for a short time in Florida and then entered the undertaking profession.

He subsequently attended Clark's Embalming School in Springfield, Ohio, and then took postgraduate courses under Professor Echols of Philadelphia and Professor Barnes of Chicago. He also studied Bacteriology under the noted Dr. Andradi.

Mr. Reed first became a resident of Florida in 1896, residing at Jacksonville for a few years, where he was engaged in Mechanical Engineering. In 1898 he entered the undertaking business with the firm of Charles Clark.

In 1906 he came to Tampa and entered into the undertaking business in that city. During the years that he has been engaged in this business in Tampa he has become recognized as one of the leaders in the undertaking profession in Florida.

Apart from his connection in his own business, Mr. Reed has been an active worker in the promotion of good roads in Florida. He was the first Secretary

of the Tampa Automobile Club, and was instrumental in laying out the roads from Tampa to Jacksonville, and on to Fort Myers; in association with three others, he laid out most of the good roads in the state during the year 1909.

He is a prominent Mason and a Shriner, of which latter organization he is Past Potentate. He is past presiding officer of all the York Rite Bodies in Tampa. His religious affiliations are with the Hyde Park Methodist Church, and he belongs to the Kiwanis Club and the Rocky Point Golf Club. Mr. Reed has always been a leader in promoting music in Tampa. He is the organizer of the Shrine Band of Egypt Temple.

He was married June 19, 1901, at Atlanta, Georgia, to Annabelle Wynne. One child has been born to this union: Marion Richardson (Reed) Cary.

J. L. REED

J. L. Reed was born in Centerville, Md., February 17, 1870, son of J. A. and Margaret R. (Cosden) Reed.

His father was a Civil War Veteran and saw service under General Lee in a Maryland regiment.

Mr. Reed received his education in the public schools of his home town where he also attended a business college. He has been engaged in the undertaking business for the past 41 years, the last 30 of which have been spent in Tampa.

He has taken a prominent part in the development of the County, having developed two farms in "Keystone Park," which comprise a total of 70 acres, part of which is planted to oranges, part to grapefruit, a part to strawberries and figs. Mr. Reed's favorite avocation is football. He was the first football coach in Hillsborough County and has always followed this sport with much interest.

During the Spanish-American War he served in the State Militia of New Jersey.

He is a member of the Methodist Church and belongs to the various Masonic bodies. He is also an ardent member of the Elks Lodge.

He was married at Jacksonville and has the following children: J. L. Reed, Jr.; and James W. Reed.

ANTONIO REINA

Antonio Reina was born in Italy on September 5, 1882, son of Joseph and Marianna (Guggino) Reina. His parents are still in Italy, his father being City Clerk in the town of San Stefano for the past forty-two years.

The subject of this sketch received his education in Italy, in the high schools and normal schools there, afterward teaching in the normal school for two years.

He came to Tampa in 1903, and for seven years, taught in the Methodist School in Ybor City. He was then appointed Italian Consul in Tampa, and also made representative of several foreign steamship lines there, offices which he holds at the present time. In addition to this, he is engaged in the wholesale importing of Italian food products.

Mr. Reina takes a prominent part in civic affairs in East Tampa. He is Ex-Vice-President of the Italian-American Civic League, and was an ardent worker in the various Liberty Loan, Red Cross and Community Chest Drives. He is a Director of the Greater East Tampa Association, and a member of the Tampa Board of Trade. Under the new form of City Government, he is Representative from District No. 7. He is President of the Italian Club, and also President of the United Secret Orders, for which latter a very beautiful hall is being erected in Ybor City. He is also a member of the Cuban Club, and of the Ex-Venerable Sons of Italy.

Mr. Reina is a Mason, belonging to Universal Lodge, and to the Scottish Rite Order and Egypt Temple Shrine. He is Past Grand of Progress No. 31, I. O. O. F. He is connected with the First Methodist Episcopal Church.

He was married on May 4, 1905, to Antonia Pitisci, at Tampa, and they have three children: Joseph, Marianna and Teresa.

HUNTER T. RICHARDS

Hunter T. Richards was born near Birmingham, Alabama, March 21st, 1889, the son of Theodore and Martha (Hunter) Richards.

He received his education in the schools of Alabama and came to Tampa in 1909, where he was employed by the Burns Furniture Store for several years. In 1913 he joined the White Star Laundry as General Manager. Under his management this laundry has been one of the fastest growing ones in the State of Florida. About ten times as much business is done now compared to the volume when he joined the Company in 1913.

The Company's magnificent new building on the corner of Tampa and Royal streets was completed in 1923. In this is housed a complete laundry and dry cleaning equipment and the entire plant represents an investment of about $500,000.

The White Star Laundry was established by L. H. Hale and Walter Williams, but Mr. Richards has gradually purchased the interests of these gentlemen, and is now President and Treasurer of the Company and owns the controlling interest in it.

He is a member of the Rotary Club and fraternally he is a Mason and a Shriner.

He was married to Thelma Thompson, a native of Tampa, and has one daughter, Margaret Elizabeth.

HARRY B. ROBERTS

Harry B. Roberts was born at Delavan, Illinois, April 5th, 1880, son of James W. and Lizzie (Taylor) Roberts.

He received his education in the public schools of Tampa, to which city he was brought by his parents in 1883.

His first job was as delivery boy for the Tampa Daily Journal, when he was only ten years old, a little later he was a delivery boy for Maas Brothers. Subsequently he learned the plumbing trade in his father's shop, and became Plumbing Inspector of Tampa in 1899, and he has the distinction of having written the first Plumbing Ordinances of Tampa.

In 1904, in association with his father, he established the cigar factory of J. W. Roberts and Son, which has grown to be one of the largest mail order cigar houses in the world.

Apart from his interest in the cigar business, Mr. Roberts has been active in the real estate business both in developing and building.

During the Spanish-American War he served in the Commissary Department at Port Tampa.

Mr. Roberts takes a great interest in fraternal affairs. He is a 32nd Degree Mason, Knight Templar and a Shriner and has held most of the important offices of these organizations in Tampa: Past Master Hillsboro Lodge, Past High Priest Royal Arch Masons, Past Eminent Commander Knights Templars, Past Potentate of Morocco and Egypt Temples Mystic Shrine, Life Member Imperial Council Mystic Shrine. He is also a member of the Eastern Star and of the Elks.

He belongs to the Tampa Yacht and Country Club, the Palma Ceia Golf Club, Rocky Point Club, the Old Colony Club and the American Club at Havana, Cuba.

Mr. Roberts owned the first boys' safety bicycle in Tampa and together with Robert Nettles, Manager of the Tampa Gas Company, he was the first person to ride on Franklin street in an automobile, it being a steam machine sent here for Edward Manrara, a prominent cigar manufacturer.

He was married to Gertrude Tiedemann of Rock Island, Illinois, on October 14th, 1924.

JAMES W. ROBERTS

JAMES W. ROBERTS was born in Grayson County, Virginia, on the 5th day of June, 1858.

He received his education in the country schools of Virginia, and when still a young man moved to Delavan Illinois, where he engaged in the butcher business with a brother.

He came to Tampa in 1883, arriving by steamer from New Orleans, there being no railroads in the city at that early date. A few years after his arrival he established Tampa's first Plumbing Shop, and he continued in this business for a number of years. In 1904, in association with his son, Harry B. Roberts, he established the business of J. W. Roberts & Son, Cigar Manufacturers. This business has been continued since his death by his son and has grown to be one of the largest mail order cigar houses in the world.

Mr. Roberts was considerably interested in building and real estate. He erected buildings on the corner of Florida Avenue and Zack Street, and on the corner of Tampa Street and Zack Street, and he owned and developed other valuable properties.

He was a member of the Tampa City Council in 1893.

His religious affiliations were with the Methodist Church and fraternally he was a Mason, Shriner and Knight Templar. He also belonged to the Tampa Board of Trade.

He was married at Delavan, Illinois, May 5th, 1879, to Lizzie Taylor, who died 1884, survived by one son: Harry B. Roberts.

He died September 27th, 1908.

PHILIP R. ROBIN

PHILIP R. ROBIN was born at Philadlphia, Pennsylvania, November 12, 1889.

He attended schools in New York City. Early in life, he joined the United States regular army, which he followed for twelve years, serving at various posts of the United States, and in China, the Phillipines, and in Mexico. During the World War he was stationed at various points in the United States and in April, 1919, was ordered to Tampa to take charge of the recruiting station there, and was discharged from the army at that place in August, 1920.

Mr. Robin has the unique distinction of becoming suddenly a successful business man, with twelve years of army life as preparation. Soon after his discharge from the army in Tampa, he organized the Guaranty Title Company, which is one of the largest companies in southwest Florida preparing abstracts and issuing title insurance. The board of directors is made up of very representative citizens, and the stock in the company is owned by nearly two hundred stockholders. The company's plant is a very modern and complete one, and cost in the neighborhood of $100,000.

Mr. Robin is and has been president of this important company since its organization, and its thorough success has been due almost entirely to his executive ability, and to his close attention to the details of the business. He attributes his success almost entirely to intense concentration on his business.

Mr. Robin is a member of the Knights of Pythias, the American Legion, and the Tampa Board of Trade.

He is married, and has one son, Alvin Robert Robin.

E. H. ROBSON

E. H. ROBSON was born at Lake City, Florida, on February 24, 1881, son of Wiley and Susan (Roberts) Robson. His parents were both born in Florida and moved to Lakeland in 1883 where his father was a farmer and operated a saw mill.

Mr. Robson received his early education in the schools of Polk County and came to Tampa in 1902 when he entered the real estate business. For the first four or five years he operated alone but was in partnership with Mr. A. A. McCrannie for about eleven years. His next partner was Mr. P. F. Crary with whom he was connected for about five years. He is now in partnership with Mr.

G. C. Graves under the firm name of Robson & Graves. This is one of the best known real estate offices in the city and a very large brokerage, loan and insurance business has been built up.

Mr. Robson has been very much interested in orange growing for the past 20 years and at the present time owns three groves in Hillsborough County and one in Pinellas.

He is a member of the Methodist Church and is fraternally affiliated with the Knights of Pythias and the Elks.

He was married in Tampa to Katharine M. Clark, and has the following children: Alfred, Aleene, Evelyn, Leslie Reed Robson.

HARRY H. ROOT

HARRY H. ROOT was born at Glen Ethel, Florida, on December 2, 1887, son of Charles A. and Lucy G. (Brooks) Root. The ancestors came from England in the early days, and settled in Massachusetts.

Mr. Root received his education in the schools of Plant City, and came to St. Petersburg in 1896.

In 1906, he moved to Tampa, and became connected with the Citizen Bank & Trust Company. He later moved to Plant City, where he was Assistant Cashier, and afterward Cashier, then Vice-President, and at the present time Director of the Bank of Plant City. He remained with this Bank until 1918, when he moved to South Carolina to become Treasurer of the Federal Land Bank in Columbia. In 1923, he resigned from this Bank and moved to Jacksonville, and two years later, returned to Tampa, where he is now President of the Crenshaw Brothers Produce Company, one of the largest concerns of its kind in the State of Florida.

Mr. Root was a member of the Executive Committee of the Florida Bankers Association, and also a member of the Agricultural Committee of this same organization. During the World War, he took a prominent part in the Liberty Loan Drives, and was Chairman of the First Liberty Loan Committee, which had charge of the "Drives" in four counties in South Florida.

Mr. Root was an officer in the Florida National Guard, and was Captain of Company "C" of Hillsborough County Guards.

He is President of the Tampa Rotary Club and holds membership in the Rocky Point Golf Club, the Palma Ceia Golf Club, Forest Hills Country Club, member of Gasparilla, and is a communicant of St. John's Episcopal Church.

His favorite recreation is golf, in which sport he is very proficient, having won the Florida West Coast Amateur Golf Championship in 1927.

He was married at Orlando on January 8, 1912, to Addie R. Thompson, and has two children: Mildred A. and Harry H., Jr.

HARRY G. SABINE.

HARRY G. SABINE was born at Manchester, N. H., May 6, 1887, son of Henry C. and Rossana (Hare) Sabine. His father was English, and his mother Canadian. He received his education in the public schools of Cumberland County, Tennessee, and studied law at the Washington College of Law in Washington, D. C., where he received the degree of LL. B.

He began the practice of law in the District of Columbia and continued it in Tennessee.

In 1925 he moved to Tampa, settling in the Ybor City section where he has built up a very successful practice. He has practiced before the Supreme Court of the United States and has been admitted to practice before the Federal Courts in Florida and before the Supreme Court of that State.

During the World War he was engaged in the telephone and telegraph service with the American Telegraph Company as an expert Telephone and Telegraph Repeater Chief.

He is a member of the Presbyterian Church, the various bar associations and the Ybor City Civic Club. His fraternal affiliations are with the Masons.

He was married to Henrietta Orbison at Knoxville, Tennessee, in 1918.

JAMES BRIMMER SAFFOLD

JAMES BRIMMER SAFFOLD was born at Wimauma, Florida, June 10, 1883, son of Richard R. and Susan (Alderman) Saffold. His parents came from South Georgia to Florida in 1876, and settled on the Little Manatee River, where his father built the first log school house. Some of his early ancestors fought in the Civil War. He was brought to Tampa by his parents, when a child, and they travelled in a home-made wagon, made by his father, and drawn by oxen. There were no paved streets, and no lighting system in Tampa when he arrived here. Franklin Street was all sand, and the present site of the First Methodist Church was covered with scrub growth.

Mr. Saffold has seen Tampa grow from a place of this sort to the present magnificent city, which it has become, but he believes the city is still in its infancy, and that it will grow even faster during the next forty years than it did during the past forty years. His faith in the city has been amply justified by the success of his numerous real estate investments.

His first job after he came to Tampa was working for the small Produce Company conducted by S. U. Campbell, where he received a salary of $7.00 per week. After a few months he was employed by the Produce firm of Crenshaw Brothers, and he made such a creditable record with this concern that he was ultimately made a partner, and the name was changed to Crenshaw Brothers & Saffold. In 1916, he sold out his interest to the Crenshaw Brothers, and in association with his brother, Grover Cleveland Saffold, he established the Saffold Brothers Produce Company, which has grown to be one of the largest concerns of its

kind in the southern part of Florida, and occupies its own plant, covering one city block.

Mr. Saffold has various interests outside of his business, and is a member of the Tampa Board of Trade, the Kiwanis Club and the First Baptist Church. His fraternal affiliations are with the Masons, the Shriners, Knights of Pythias and Odd Fellows.

He was married at Thonotosassa, Florida, on April 19, 1910, to Susie Wooten, and two children were born of this union: Susie Mae and James B., Jr.

JOSEPH R. SAUNDERS

JOSEPH R. SAUNDERS was born at Tallahassee December 30, 1874, son of Joseph R. and Catherine Ellen (McClelland) Saunders. His father was also a native son of Florida.

Mr. Saunders received his education in the schools of Jefferson County, Florida, and his first business connection was with the Southern Express Company in Savannah, Georgia, where he remained for about ten years. He was subsequently transferred to Jacksonville by this company, where he remained until 1907 when he came to Tampa to live permanently.

In 1907, he organized the Tampa Warehouse Company, which is the largest concern of its kind in the city. Three large warehouses are operated, with a combined capacity of 55,000 square feet.

His fraternal affiliations are with the Masons and the Shriners.

He was married first in 1898 to Elizabeth L. Smith at Macon, Ga., who is now deceased. He was married again to Lurline R. Alford. He has one son by his first marriage: Joseph R.; and one son by his second marriage: Walter N.

HARRY N. SANDLER

HARRY N. SANDLER was born at Baltimore, Maryland, January 17, 1889, son of Louis and Ellen Sandler. He received his early education in the schools of Baltimore, and later attended the University of Maryland, where he received the degree of LL. B., in 1909. He came to Tampa in 1911, and commenced the practice of law, with Frank M. Simonton, which continued until 1913, after which time, he practiced alone until 1926, when R. J. Duff became his partner, and the firm of Sandler & Duff was established. This has become one of the prominent law firms of the city, and a very satisfactory practice has been built up.

Mr. Sandler has taken an interest in various affairs outside of his immediate profession. He has been very active in the Young Men's Hebrew Association of Tampa, of which he has served as President. He is Vice-President of the wholesale grocery firm of Berger & Rachelson, a Director in the Columbia Bank of Tampa, and has been Treasurer of the Hillsborough County Bar Association for the past ten years.

He belongs to the American and State Bar Associations, and to the Palma Ceia Golf Club. His fraternal affiliations are with the Masons and the Shriners. He was Master of John Darling Lodge of Masons in 1918.

He was married at New York City, September 9, 1923, to Hannah Hellerbach, and has one child, Enid Barbara.

LOUIS F. SAVARESE

Louise F. Savarese was born at Savannah, Georgia, January 29, 1884, son of Louis and Mary (Guerry) Savarese. His father was an early settler in Florida, having come to this city in 1877.

Mr. Savarese received his education in the schools of Savannah, Georgia, where he subsequently engaged in the wholesale fish business for some years. He came to Tampa in 1914, where he entered the Life Insurance business, in which he has made a very great success. For the past eleven years, he has been representative of the Equitable Life Assurance Society of the United States, for the past five years, he has been District Manager for this important company, his territory covering all of South Florida. During the years he has followed the Life Insurance business in Tampa, Mr. Savarese has written personally some five million dollars' worth of Insurance, a record probably unequalled in the same period of time. His Agency, which is one of the largest, if not the largest Life Insurance Agency in the state, has in force about twenty-five million dollars' worth of insurance.

Mr. Savarese is a member of the Catholic Church, and of the Knights of Columbus. He is also an active worker for the Tampa Board of Trade, and belongs to the various social clubs of the city. His hobby is football. While living in Savannah, he played on various football teams, and at one time, coached the Ocala Football Team. He has been referee for many football games in Tampa.

He was married at Augusta, Georgia, June 24, 1907, to Katherine Norton of Savannah, Ga., and has one daughter, Katherine.

ALBERT SCHNEIDER

Albert Schneider was born at Philadelphia, Pa., October 1, 1866, son of William and Catherine Schneider. He received his education in Philadelphia and came to Sanford, Florida, in 1888, where he had an orange grove which was ruined by the freeze of 1895. He then returned North and lived in New York until 1898 when he came back to Florida as a buyer for a northern fruit house. He was subsequently connected with the Warrell Lumber & Veneer Company of Plant City, with which he remained until the company was liquidated in 1920.

Mr. Schneider has taken a very prominent part in the life of Plant City. He organized the Bank of Plant City and was its President for a number of years. He is at present a member of the City Commission and on January 1, 1928, was elected Mayor-Commissioner. He is much interested in orange growing and

owns a considerable number of groves in Pinellas County. Mr. Schneider is one of the few 33rd degree Masons in Florida and is a Shriner and a Knight Templar.

He was married in Madison County, Florida, to Annie E. Hamerly.

WILLIAM SCHNEIDER

William Schneider was born at Philadelphia, Pennsylvania, June 14, 1864, son of John William and Catherine (Bader) Schneider.

He received his education in the schools of his native city and came to Florida in 1893, settling at Lake Mary. He has resided at Plant City since 1897 and has become one of the outstanding citizens and business men of that place.

Mr. Schneider has been actively engaged in various important business enterprises. For a number of years he was active in the Wanell Lumber and Veneer Company and in the U. S. Export Chemical Corporation. He was one of the founders of the Bank of Plant City, of which he is now president. For the past few years he has been actively engaged in the real estate business and maintains an office in Plant City at the present time. He is president of the Plant City Community Hotel Corporation, which financed and built the Hotel Plant at Plant City, a fireproof structure containing one hundred rooms and all modern conveniences.

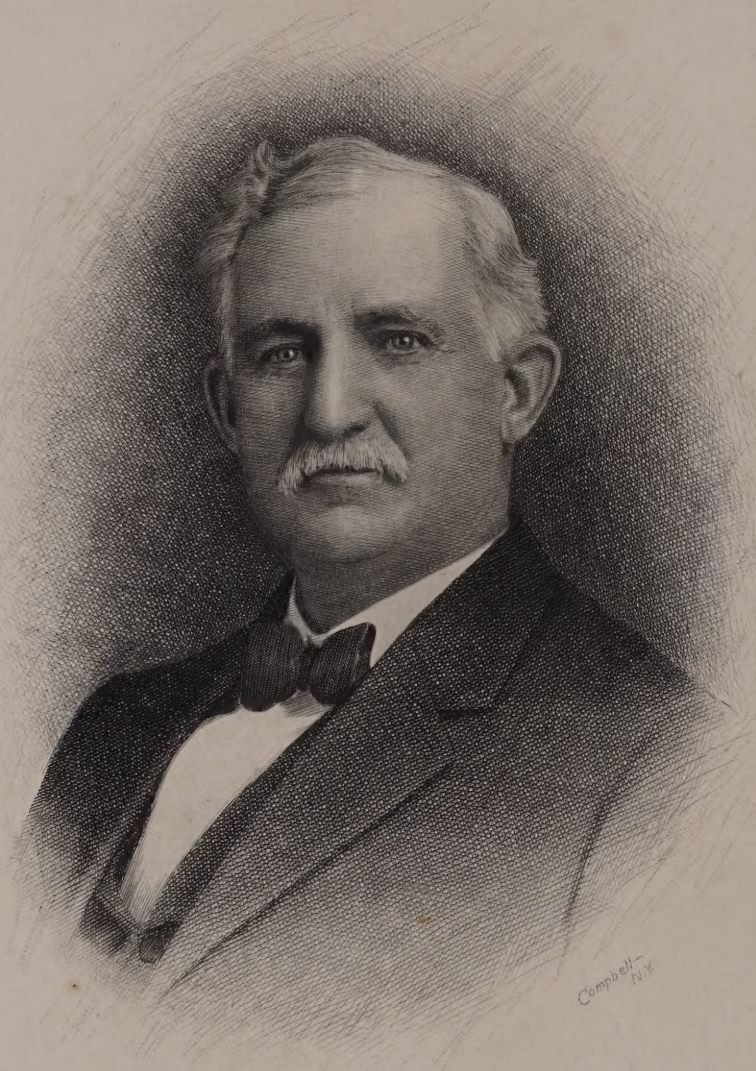
He has always been much interested in educational work, especially in the erection of suitable school buildings. For eight years he was a member of the school board of Hillsborough County, and for four years he was chairman, and for sixteen years he was school trustee of Plant City.

He has taken an active interest in the political and civic affairs of Plant City and served for twelve years as a member of the Plant City City Council. He is a member and past president of the East Hillsborough County Chamber of Commerce, and is an elder in the Presbyterian Church. He belongs to the Kiwanis Club and to the Plant City Chapter of the American Red Cross. He was state president of the Patriotic Order of Sons of America, and his fraternal affiliations are with the Odd Fellows, Red Men, Knights of Pythias and Woodmen of the World.

He was married at Lancaster, Pennsylvania, July 18, 1887, to Lydia Martha Horting, and has one daughter, Josephine H. (Mrs. Bennett Land).

BRICK POMEROY SCRUGGS

Brick Pomeroy Scruggs was born July 14, 1881, at Gainesville, Alachua County, Florida, son of Augustus R. and Mary (Sullivan) Scruggs. His ancestors came from Scotland, and were early settlers in Virginia, later moving to Georgia, where his father was born. His paternal grandmother was Miss Goldwin, for whom an historical tract of land in that section known as "Goldwin," was named. His father came to Florida immediately after the Civil War, in which he took an active part, and settled near Gainesville.



A. G. Sexton

Brick Pomeroy Scruggs was named for Brick Pomeroy, the famous Democrat of reconstruction days after the Civil War, who wrote "Brickdust" and other books, and was noted for his wit and humor. He was also editor of a paper known as "The Democrat."

The subject of this sketch received his education in the schools of Gainesville, Florida, and at the age of fifteen, began work as a plumber.

In 1903, he entered the United States Army, and was a member of Company "B," of the United States Infantry, first as a non-commissioned officer, and later as Sergeant. He served in the Philippines for two years, during which time, he aided in the capture of many of the insurrectors, including the notorious Julian Ramos, leader of the insurrection. Mr. Scruggs received his discharge from the Army at Fort Assiniboine, Montana, in 1906.

He then came to Anniston, Alabama, where he was employed at his trade in different plumbing establishments until 1913, when he moved to Florida, and entered the Plumbing Department of the United States Army in the shipyards at Jacksonville and Tampa.

In 1918, he became affiliated with J. B. Gebbie, plumber, of Tampa, and this connection lasted until the death of Mr. Gebbie, when Mr. Scruggs took over the business under the name of B. P. Scruggs "The Hyde Park Plumber." For the past seven years, in addition to his plumbing business, he has dealt extensively in real estate.

Mr. Scruggs is a member of the First Baptist Church of Tampa, and also of the Kiwanis Club.

Fraternally, he is a Scottish Rite Mason, a Knight Templar and a member of Egypt Temple Shrine.

He was married at Newnan, Georgia, in August, 1906, to Fay Carmichael, and they have one daughter, Neva Scruggs, who is at present a student at Cambridge, Massachusetts.

ORMOND G. SEXTON

Ormond G. Sexton was born at Delaven, Wisconsin, December 18th, 1848, son of James M. and Philena (Flint) Sexton. His parents were pioneers in the West and his father served in the Civil War as a member of the 12th Wisconsin Volunteer Regiment.

Mr. Sexton attended school in Wisconsin and subsequently studied law at Tabor College in Iowa, from which institution he received the degree of LL.B. in 1875.

He commenced the practice of law at Riverton, Iowa. After a few years he engaged in the banking business in western Iowa which he followed until he came to Florida.

On account of his health he came to Tampa, in 1891, continuing there the practice of law and at the same time engaging in the Mortgage and Loan business on a large scale, representing important northern interests in this business.

During the last twenty-five years of his life he gave practically all of his time and attention to the real estate business. He conducted an office under his own name for many years and he eventually took his son-in-law, Mr. E. C. Harris, into partnership with him, and the firm became known as Sexton and Harris.

He numbered among his real estate clients many of the leading people of the country, including Mrs. Potter Palmer of Chicago, to whom he sold a large amount of property in and around Tampa.

Soon after his arrival in Tampa he bought a small orange grove on upper Nebraska Avenue; on this he built his beautiful home in which his widow now still resides; but the property became so valuable that it was subsequently cut into lots. He was instrumental in having the first sidewalks built on North Nebraska Avenue, and he was always particularly interested in this section of the city. He was one of the founders of the Bank of Ybor City and a director until his death.

Mr. Sexton was known as a fine Christian gentleman and his friends and clients could be counted by the hundreds. He was the soul of honor and he had a wonderful disposition, being slow to anger and quick to forget.

He was a deacon in the First Baptist Church and had been a member of the Board of Trade. He was an ardent Mason and Shriner and at the time of his death had been a member of the Hillsborough Lodge for just over thirty years.

He was married at Riverton, Iowa, March 7, 1878, to Willella Warder of Kentucky. He had two children: Corrie A. (Mrs. E. C. Harris), and Ormond G., Jr.

He died at Tampa on the 28th day of August, 1925.

T. M. SHACKLEFORD

T. M. Shackleford was born at Fayetteville, Tennessee, on November 14, 1859, son of Daniel Park and Alethea (Young) Shackleford. His father was a merchant in Fayetteville.

Mr. Shackleford received his education in the schools of his home town, and subsequently attended Burritt College at Spencer, Tennessee. In later life, he studied Philosophy at Harvard University during the summers.

He studied in law offices in Tennessee, in which State he was admitted to the Bar in 1882, but only practiced there for a short time, as in the same year, he moved to Lake Weir, Florida. In 1883, he moved to Brooksville, where he practiced until 1893, in which year he came to Tampa to commence the illustrious career he followed there.

For a number of years, he was in partnership with Hugh C. MacFarlane, and later with Judge N. B. K. Pettingill. At the close of the war, he was senior member of the firm of Shackleford and Shackleford, his son, R. W. Shackleford being the junior member. Later Mr. Gates Ivy joined the firm.

Mr. Shackleford has held many important positions in line with his profession. He was delegate to the Democratic National Convention held in St. Louis, Missouri, in 1888; he was presidential elector of Florida in 1892; and City Attorney

Thomas M. Shucklford,

of Tampa from 1900 to 1902. He was appointed by Governor Jennings, for three years, as Judge of the Supreme Court of Florida in 1902, and served with great distinction until 1917, when he resigned. During several years of this period, he acted as Chief Justice.

Apart from his great legal attainments, Judge Shackleford was a notable public speaker and writer on philosophical and psychological subjects. He was also known as one of the outstanding literary men of Florida, as he wrote many articles on literary subjects, and lectured at the University of Florida and at other Universities on subjects of interest.

He received the honorary degree of LL. D. from the University of Florida in 1910, and was made a member of the honorary fraternity Phi Kappa Phi at the University of Florida.

Mr. Shackleford was a member and one of the organizers of the First Christian Church in Tampa, and throughout his life, was much interested in church work.

He belonged to the American, State and County Bar Associations, and his fraternal affiliations were with the Masons.

He was married first in 1882 to Nannie Clopton Rhea, who died five years later. He was married again to Lena A. Wooten, of Kentucky. One son, T. M. Shackleford, Jr., was born to the first union, and another son, Robert W. Shackleford, was born to the second union.

Judge Shackleford died on the 21st of September, 1927, at his home in Tampa, greatly bereaved by his many friends and admirers. The Hillsborough County Bar Association said in the course of a Resolution adopted at the time of his death:

"He was a faithful and self-sacrificing citizen, an honest man, a hard working, conscientious lawyer, an eloquent advocate, and a learned Judge."

DAVID JAMES SHAW

David James Shaw was born at Madras, India, December 10, 1866, son of John and Sophia Alicia Shaw. His father was a lawyer and went from Scotland to India where he was Registrar of the High Court of Madras. The subject of this sketch came to the United States in 1886 and settled near Kissimmee, Florida, where he engaged in truck farming. He next went to Palm Beach, where he remained about a year, and from there to Miami, in both of which places he engaged in the dairy business.

He came to Tampa in 1897, where he also engaged in the dairy business for a number of years and was connected with the "Times" from 1904 to 1909. He was Secretary of the Abstract and Title Guaranty Company from 1909 until 1921, and when it was consolidated with the Tampa Abstract and Title Insurance Company in 1921, he was made Secretary and Treasurer, which position he still holds.

He has taken a prominent part in many affairs in Tampa and was Secretary of the County Democratic Committee for four years.

His religious affiliations are with the House of Prayer and he belongs to the Knights of Pythias, being Past Chancellor of Bay Lodge of this organization. He was married at Narcoossee, Florida, to Alice A. Upson and has four children: J. W. B., Alex G., Claud D., and Howard U.

PHILIP SHORE

PHILIP SHORE was born in Introdacqua, Italy, on the 7th day of July, 1875. He came to the United States in 1891, living four years in the North, and then locating in Florida in 1895. In 1896, he went to Port Tampa to accept a position as clerk in a merchandise store. He followed this for awhile and then went into the mercantile business for himself. He served throughout the Spanish American war in the naval reserve.

In 1899, he was employed by the Plant System of Railways and Steamships, holding important positions at Port Tampa, the terminus of the system. When the Plant System was taken over by the Atlantic Coast Line, Mr. Shore remained with the new owners until 1908, and then entered into the shipping business for himself. From a small beginning he has built up one of the largest steamshipping and forwarding agencies in South Florida and is owner of tug boats and small freight steamers.

He organized and was for a number of years president of the Tampa Inter-Ocean Steamship Company, with ocean-going steamers touching all parts of the world, and is president and owner of the Philip Shore Shipping Co., and is financially interested in many local enterprises. He was for over fifteen years secretary of the Tampa Bay Pilots Association.

He rendered great service to the government during the World War, being agent for the Sea Service of the U. S. Shipping Board during this period, and established a nautical school in Tampa for the purpose of training our men for sea duty.

Mr. Shore has taken an active interest in everything for the benefit of the community, and has been particularly interested in the schools, and in this connection he was chairman of the county school board from 1917 to 1922, and during his incumbency of this office, the administration of the schools was removed from politics, salaries of school teachers were considerably increased, making it possible to attract superior teachers to the county, and other important reforms were brought about.

He was a member of the board of port commissioners from 1913 to 1920, and while on this board the Ybor Channel was dredged and the Harbor generally improved, great difficulties were overcome by the board to bring these matters about.

He is a member of the Tampa Yacht and Country Club, the Rocky Point Golf Club, the Board of Trade, and, fraternally, he is a Mason, Shriner, Knights of Pythias and an Elk. He was a member of the First Charter Board, which formed the charter under which the city operated for several years.

He was married at Harriman, Tennessee, on the 12th day of October, 1905, to Eva McDonald, and has two children: Philip Junior, and Donald.

ELLIS J. SIMMONS

ELLIS J. SIMMONS was born at Dover, Florida, February 28, 1899, son of Paul P. and Georgia (Walden) Simmons. His father was a native son of Florida, having been born in Bradford County, and having come to Hillsborough County over fifty years ago.

Mr. Ellis J. Simmons received his education in the country schools near Dover, and subsequently attended Tampa Business College. He later took a correspondence course in Law from the well-known Blackstone Institute of Chicago.

He has resided in Tampa since 1920, and his first business connection here was with the Citizens Bank & Trust Company, where he remained about eight months, as a bookkeeper. Later he held a similar position with the old Bank of Commerce in Tampa for several months.

In 1926, Mr. Simmons was elected for a four-year term, Clerk of the Criminal Court, having served as Chief Deputy Clerk for some time prior to this. He is probably the only clerk who was ever elected to this important office without opposition. He has brought his office up to a high standard of efficiency, and has made a number of changes in the system of bookkeeping, etc.

He has several interests outside of his office, and is a member of the Seminole Heights Baptist Church, the Knights of Pythias, the Woodmen of the World, the Knights of Ladies' Security. He was married at Tampa to Emma Sloan on June 15th, 1921. He has two daughters: Jacquetta and Marion.

ARMIN H. SMITH

ARMIN H. SMITH was born at Byron, Ga., November 12, 1894, son of S. D. and Lilly Smith. His father was a practicing physician in Georgia, who owned a winter home in Florida.

Armin H. Smith received his education in the primary schools of Georgia and studied law at Stetson University at DeLand, Florida, where he received the degree of LL.B. in 1915. He attended the Georgia School of Technology, Atlanta, Georgia, where he received the degree of B.S. in Electrical Engineering in 1912. He came to Tampa in 1915 and at once commenced the practice of law. For a short time he was in partnership with Mr. W. J. Skinner but since 1917 he has been alone. His practice is restricted almost entirely to insurance work. He represents a large number of important insurance companies in a legal capacity. Much of his time and attention is devoted to making insurance adjustments.

During the World War he served in the Camp Insurance Office at Camp Hollabird, Baltimore, Md. His religious affiliations are with the Baptist Church and fraternally he is a member of the Masons and the Knights of Pythias. He also belongs to the D. O. K. K. His college fraternity is Phi Kappa Delta.

He was married at Jacksonville, Florida, on the 14th day of August, 1920, to Caroline Waters and has one son, Armin H. Smith, Jr. The family reside at No. 2616 Sunset Drive, Tampa, Florida.

HENRY MASON SMITH

HENRY MASON SMITH was born at Douglasville, Ga., May 10, 1884, son of David and Ellen (Wynn) Smith.

His father served in the Confederate Army during the Civil War. He received his education in Georgia where he attended the University, from the Medical School of which he graduated in 1908 with the degree of M. D. He commenced the practice of medicine at Milton, Florida, and became Superintendent of the State Hospital of Florida, remaining in this connection until 1921 when he moved to Tampa.

Dr. Smith is recognized as one of the leading specialists in nervous and mental diseases and has in a comparatively short time built up a very large practice in Tampa.

He is a member of the State Board of Health of Florida and is past President of the State Medical Association. He also belongs to the American and Hillsborough County Medical Associations.

During the World War he served as First Lieutenant in the Medical Corps and was stationed at the Neurological Hospital in New York City. He belongs to the Unitarian Church and fraternally he is a Mason. He was married at Tampa to Justin Savarese in June, 1924. He has one son, Henry Mason Smith, Jr.

JOHN A. SMITH

JOHN A. SMITH was born in Providence, Rhode Island, on January 10, 1892, son of John T. and Mary Jane (Tiernan) Smith. His paternal ancestors were from Ireland. His maternal ancestors were also early settlers in Rhode Island, having come there from Ireland.

Mr. Smith received his education in the Doyle Grade School and Hope High School in Providence, and later attended Brown University in the same city. He came to Tampa in 1912, and was connected with the P. F. Lyons Electrical Company until he resigned to enter the service of the United States Army, on the Mexican Border, where he was a member of Company "H" of the Second Florida Infantry. He returned from the Border in 1917, and entered the World War as First Sergeant of Third Company of Coast Artillery. He was discharged as Captain of Field Artillery, having served both in the United States and overseas.

In 1920, he was connected with the firm of Sparkman & Company, subsequently changed to the Bay Realty & Insurance Company. On January 1st, 1928, in association with his brother, Mr. E. L. Smith, they established Smith Brothers Insurance Agency, of which he is now President.

Mr. Smith is a member of the Palma Ceia Golf Club, the Junior Board of Trade, the Tampa Yacht and Country Club, the American Legion and the "Forty and Eight," the Tampa City Club, the Optimists' Club, the Forest Hills Country Club, and is a director in Ye Mystic Krewe of Gasparilla. He belongs to the Delta Kappa Epsilon college fraternity and Beta Phi Sigma, a national fraternity.

He was married August 23, 1923, to Margaret J. Welty, of Pittsburgh.

THOMAS BENJAMIN SMITH

Thomas Benjamin Smith was born in Columbia County, Florida, January 12, 1852, where his father, George W. Smith, a Georgia farmer had settled after serving his enlistment as an Indian fighter during the Indian War of 1847. In 1860 his father's family moved back to Coffee County, Georgia, where they remained for several years after which they returned to Florida, settling in Hillsborough County.

Mr. Smith received his education in the schools of both Florida and Georgia.

In 1872 he migrated to Texas, but after two years, returned to Georgia, finally coming back to his native state, Florida, in 1876. He settled in Hillsborough County, where he became deeply interested in the growing of oranges.

In 1884 he moved to the new town of Plant City, becoming one of its pioneer settlers and taking an active part in the civic and business upbuilding of that town. He was one of Plant City's first Councilmen and later served two years as Mayor.

In 1892 he came to Tampa engaging in the wholesale grocery and livery business, later he moved to Ybor City, where he continued to operate his livery business and entered the real estate field.

His real estate business taking all his time he disposed of the livery business and moved his office to Tampa where he remained until compelled to retire on account of ill health.

He was a great believer in Tampa's future, which he proved by investing heavily in real estate.

Mr. Smith evidenced a great interest in politics, serving one term on the Tampa City Council and was serving his second term as Supervisor of Registration for Hillsborough County when he died, September 14, 1918.

His first wife was Miss Zedikiah Howard, of Georgia. They had five children to reach the adult age, three sons, G. W., A. B., and T. C., and two daughters, Mrs. W. H. Nichols and Mrs. J. E. Carter.

After the death of his first wife he married Miss Gilolo Hendrix of Plant City. Their marriage taking place July 4, 1886. From this union there were seven children who survived their childhood, two sons, Theron B. and Guy B., and five daughters, Mrs. Ernest Castillo, Mrs. C. H. Knox, Mrs. C. R. Wilsky, Mrs. Alexas B. McMullen and Mrs. A. A. Fisher, Jr.

STEPHEN M. SPARKMAN

Stephen M. Sparkman was born in Hernando County, Florida, on July 29, 1849, son of Nathaniel Keightley and Mary (Cason) Sparkman. His father was born in Georgia, and came to Florida in the early days, where he engaged in farming and stock raising.

The subject of this sketch received his early education in the country schools of Hillsborough County near Plant City. When still under twenty-one, he engaged in school-teaching for two or three years.

Mr. Sparkman began the study of Law under the able tutelage of Ex-Governor Henry L. Mitchell in Tampa, and he was admitted to the Bar in 1872, and has continued in the practice of his profession at Tampa ever since this time. He now has the distinction of being the oldest practicing attorney in Hillsborough County, in length of service.

Mr. Sparkman has been honored by the people of Hillsborough County by being elected eleven times to Congress, where he served continuously from 1895 until 1917, representing the First Congressional District of the State. He has held other positions in line with his profession; in the early days, he was State's Attorney for the local Circuit, and from 1890 to 1893, he was a member and Chairman of the Board of County Commissioners. He has also been a member of the Tampa Harbor Board. Prior to being elected to Congress, he had served on the Democratic Congressional Executive Committee for the First District for four years, and from 1892 to 1896, he was a member of the Democratic State Executive Committee, serving at Chairman of this Committee during the next four years. While in Congress, he was a member of the Rivers and Harbors Committee for twenty years, and during the last six years, he served as Chairman of the Committee. He succeeded in obtaining from the National Government millions of dollars for the development of rivers and harbors in Florida, and his service to the people of the state in this respect should be greatly appreciated. When the Sixtieth Congress created the National Waterways Commission, Mr. Sparkman was made a member of it, and in that capacity, he visited Europe with his fellow commissioners for the purpose of studying the navigable waterways of the Old World.

Mr. Sparkman is a member of the various Bar Associations, and his fraternal affiliations are with the Masons, the Odd Fellows, the Knights of Pythias and the Elks.

He was married in 1875 to Ellen Hooker, and they were the parents of the following children: Lamar, deceased; Mamie (Mrs. E. H. Hart); Julia (Mrs. C. C. Ball); Ellen (Mrs. Victor H. Knight); Stephen M., Jr., and Cuthbert.

W. D. F. SNIPES

W. D. F. SNIPES was born in Union County, Mississippi, May 13th, 1872, son of Charles H. and Mary F. Snipes.

He attended Polar Springs Normal College, from which institution he holds the A. B. degree. Subsequently he attended Erskine College Theological Seminary, and still later Macon and Andrews Business College at Memphis, Tennessee.

Prior to coming to Florida, Mr. Snipes was connected with the schools of Mississippi for eighteen years, serving as a teacher in different branches of the schools from the rural ones to high schools and colleges.

He came to Florida in 1909, locating first at Coronet, where he was pastor of the First Presbyterian Church for eight years. He served for two years as a

teacher in the country schools of Hillsborough County and for eight years he acted as Chief Clerk in the County Tax Collector's office.

He was elected County Superintendent of Schools in 1924, taking office on the sixth day of January, 1925.

Since his occupancy of this important post, various and important reforms have been brought about. Soon after taking office he divided the county so far as the schools were concerned, into three divisions: Tampa, Plant City and Rural, and placed a Supervising Principal at the head of each division. He then had a complete survey made under the direction of the Teachers' College of Columbia University, and after this was completed, a building program was commenced, and during the past two years about six million dollars has been spent in school buildings in Hillsborough County and credit is very largely due to Mr. Snipes for the successful consummation of this building program.

Under his administration, the records of the County Superintendent of Schools have been perfected and brought up to date, and economy of administration has been a byword with him. Of the total income received for the schools, 83% now goes to salaries for teachers, 8% for interest and for retiring time warrants, leaving only about 9% for purely administrative purposes. An effective attendance department has been organized by Mr. Snipes, an increased enrollment of over nine thousand took place in 1926 over 1925 and a still larger increase was shown in the enrollment of 1927 over 1926.

Mr. Snipes is active in fraternal affairs and is a member of the various Masonic bodies as well as being a member of the Woodmen of the World, and Modern Woodmen of America. In this latter organization he has been State Consul for the past four years. He is also a member of the Tampa Board of Trade.

He was married at Polar Springs, Mississippi, to Nannie J. Campbell and has six children: Samuel O., Mary Sue, Annie Louise, Lucille, Christine, and Charles.

HENRY O. SNOW

HENRY O. SNOW was born in Brooksville, Florida, May 6, 1876, son of Henry O. and Sarah G. (Lufburrow) Snow. His parents came from Savannah, Ga., to Florida and his father engaged in farming in this city.

He received his early education principally in South Carolina, having attended Wofford Fitting School, at Spartanburg, S. C. He studied medicine at the Atlanta College of Physicians and Surgeons (now Emory University) where he received the degree of M. D. in 1900. He started the practice of medicine at Douglass, Ga., but soon moved to Floral City, Florida, where he continued his practice.

He moved to Tampa in 1907 where he has built up a very large practice specializing in surgery.

During the World War he served as a Major in the Medical Corps and was assigned to the Public Health Service of Florida, with headquarters at Tampa. He has been a member of the State Board of Health for some time and has served

as County Physician for the past three years. He belongs to the American Legion, Southern, State and County Medical Associations, and is a member of the Palma Ceia Golf Club. His fraternal affiliations are with the Masons and the Shriners, also the Knights Templar, of which latter organization he is Past Grand Commander.

He was married at Dade City, Florida, to Douglas Roberts, and has one son, Oscar Douglas.

CHARLES H. SPENCER

CHARLES H. SPENCER was born in a log house in White Springs, Hamilton County, Florida, during the Civil War, the son of John B. and Sarah Caroline (Hardee) Spencer. His uncle, William H. Spencer, came to Florida before the Civil War, and his father fought in a Florida regiment during the war. His mother was a niece of the noted General Hardee of the Confederate Army.

When he was still a boy, Mr. Spencer's parents moved to Suwanee County, Florida, and he drove from this county to Tampa in a "covered wagon" in 1883, and he is therefore one of the earliest settlers of Tampa still residing there. He came to this county to engage in orange growing, and he planted groves at Seffner and near Plant City, and continued in Citrus production until the freeze of 1895, which necessarily curtailed his activities in this line.

He followed the mercantile business in Seffner for about ten years, and for twenty-five years was senior partner in the wholesale grocery house of Spencer Brothers at Tampa. Mr. Spencer has taken a very active part in political affairs: he was for twenty years a member of the Democratic committee of Hillsborough County, and served as secretary for ten years and has been chairman of the congressional committee of this district for the past twelve years. He was a candidate for Governor in 1924, but due largely to the fact that his platform was in advance of its time, he was not elected, although he received a flattering vote.

He has taken a very great interest in Masonry, and is a charter member of three Masonic lodges in Hillsborough County, and was the first Master of the John Darling lodge of Tampa. In 1901, he introduced a resolution, which resulted in the building of the first Masonic home in Florida, and he gave the first money which was presented for this worthy object, and was one of the trustees for three years, when the home was purchased.

Colonel Spencer, as he is usually known, was commander of the Florida Division of the Sons of Confederate Veterans, in which organization he held the rank of major general. During the World War, he offered his services and his subordinates to President Wilson, but they were declined on account of age. He has been very active in church work, and the Spencer Memorial Baptist church at Sulphur Springs is named in his honor, because of the fact that he gave the land for the structure. He also gave a lot to build the Methodist church upon at Sulphur Springs.

Anson N. Squires

He was a charter member of the Tampa Heights Presbyterian church and was a deacon for several years. He is now a member of the White Springs (Florida) Presbyterian church, where he was born.

He is the owner of much valuable real estate in Hillsborough County, and has been very active in buying and selling property ever since his residence here.

EDWARD W. SPENCER

Edward W. Spencer was born in Indianapolis, Indiana, January 26, 1881, son of Henry and Anna (Cox) Spencer. His paternal ancestors were from England, and his maternal ancestors from Germany and Scotland. He attended high school and business college in his home town, and was engaged in the electrical business in Pittsburgh for sometime, where he was later connected with the Carnegie Steel Works. He spent one year in Jacksonville, Florida, as an electrical contractor, and came to Tampa in 1919, and immediately became connected with the Electric Service Company. At the present time, he is the active head and principal owner of this large business, which has grown by leaps and bounds since his connection with it. In 1923, the business of this company amounted to some twelve thousand dollars a year, and at the present time, it runs over a quarter of a million. The company has exclusive representation for the State of Florida for many valuable electric devices for cars.

Mr. Spencer was in the Navy for seven years, and served on the U. S. S. "Kansas" for this entire period.

He is a member of the First Presbyterian Church, the Seminole Heights Civic Club, and is a charter member and Second Vice-President of the Optimists Club of Tampa. His fraternal affiliations are with the Masons and the Shriners, and his hobbies are fishing and baseball.

He was married at Crestfield, Maryland, in 1908, to Cecil H. Cox, and has two children: Arthur and Fred.

ANSON W. SQUIRES

Anson W. Squires was born at Rochester, New York, on August 17, 1879, son of William Gordon and Jane (Kinney) Squires. He is of English descent on his father's side, and his first ancestor came to America in 1610.

After completing his education in the schools of his home town, he joined the American Tobacco Company in New York City, remaining there until 1907, when he was transferred to Tampa to look after this company's interests.

He severed his connection with the American Tobacco Company in 1908 to become connected with the Tampa Water Company, as office manager. He later became Assistant Superintendent of this company, and when it was purchased by the city, he was made Superintendent, which position he still holds, and has rendered efficient and valuable service in the discharge of this important post.

Since the city took over the Water Company, an entirely new plant has been installed at a cost of a million and a quarter dollars; the Tampa water supply previously came from artesian wells; but it now comes from the Hillsborough River. It is interesting to know that about eight million gallons more water per day is now supplied to the City of Tampa than was supplied twenty years ago, when Mr. Squires first became connected with the old privately owned Water Company.

Mr. Squires has a number of interests not directly connected with his official position, having served four years as Secretary of the local Red Cross Unit, and two years as Treasurer of this organization.

He is Past Excellent Ruler of the Tampa Lodge of Elks, and belongs to the Masons, the Shriners and the Knights of Pythias. He also holds membership in the Sons of the American Revolution, the Tampa Yacht and Country Club, and is Chairman of the Florida Section of the American Water-works Association. His religious affiliations are with the Episcopal Church.

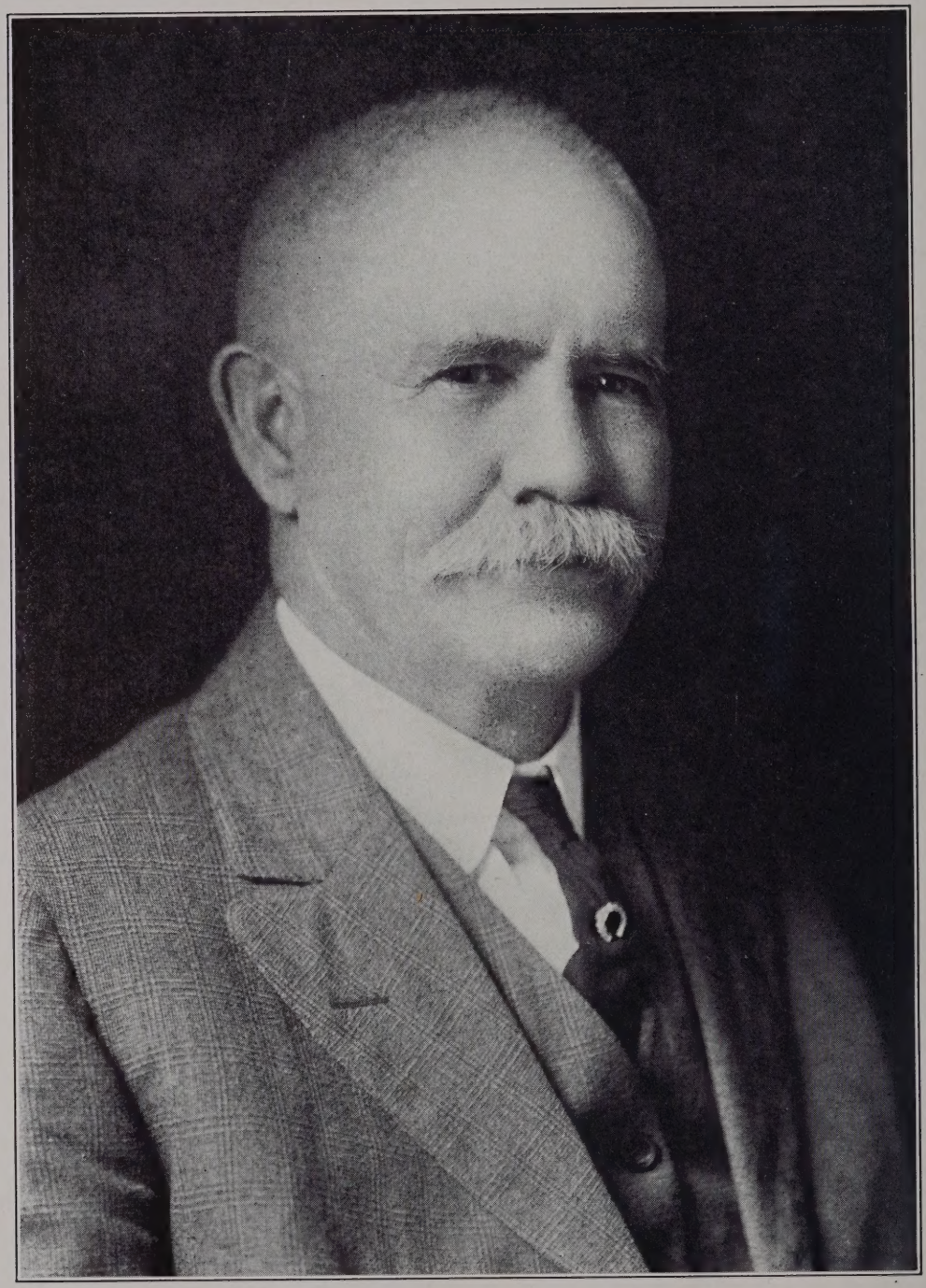
LEO STALNAKER

LEO STALNAKER was born in Harman, West Virginia, on August 17, 1897, son of Imboden and Belle Stalnaker. His grandfather, Harry Stalnaker, was a Confederate officer in General Imboden's celebrated Cavalry Brigade during the Civil War.

The subject of this sketch received his education in Randolph-Macon Academy in Virginia, and in Vanderbilt University and also at Cumberland University. The latter institution having awarded him the law degree of LL. B. in 1922. He was admitted to the Bar in Tennessee in 1921, prior to his graduation from Cumberland University. After graduation he returned to Tampa, where he has followed the practice of law, after admission to the Bar in Florida before the Supreme Court in April, 1922. He has been a resident of Hillsborough County for twenty-four years.

He was elected a member of the House of Representatives of the Florida Legislature in 1926, and at the close of the legislative session was appointed Municipal Judge of the City of Tampa, which term of office expired on January 3, A. D., 1928. His conduct of this office was characterized by a rigorous enforcement of all laws, particularly the Prohibition law.

During the World War he served in the 18th Anti-Air Craft Batallion, and in December, 1925, was commissioned by the War Department as a Second Lieutenant in the organized reserves of the United States Army. He is a member of the American Legion, Masons, Jr. O. U. A. M., the Oddfellows, Knights of Pythias and Sons of Confederate Veterans. Me was married in Tampa on January 11, 1923, to Judson Lorene Vest, and has two children, Zeno and Leo, Jr.



N. N. Atsbury

OTTO P. STALLINGS

Otto P. Stallings was born at Covington, Georgia, October 16th, 1871, the son of S. N. and Nancy A. (Mabry) Stallings. His father was a Civil War Veteran, having served throughout the War in a Georgia regiment. Mr. Stallings attended school in Georgia, subsequently matriculated at Emory University and later took a business course at Smith's Business College, Lexington, Kentucky, graduating in 1890.

He came to Tampa on a visit in 1891 and was so favorably impressed with the place that he returned in 1894 to make it his permanent home. He followed various occupations until 1906 when he entered the insurance business for himself. He has been engaged in the insurance business continuously for the past twenty-one years and is therefore one of the oldest insurance agents in Tampa in length of service. His agency handles all kinds of insurance and is looked upon as one of the stable and reliable business institutions of the City.

Mr. Stallings has taken an active part in various Civic affairs and is a member of the Rotary Club, Tampa Yacht and Country Club, Tampa Board of Trade, and is a Steward in the First Methodist Church.

Fraternally he is a Mason, Shriner and a member of the Knights of Pythias and Odd Fellows.

He was married on the 19th day of October, 1898, at Ft. Meade, Florida, to Minnie H. Mitchell, a daughter of the late Dr. C. L. Mitchell, and niece of Ex-Governor Henry L. Mitchell, and has three children: O. Mitchell, Mary and Charles Norman.

H. H. STEBBINS

H. H. Stebbins was born at Grand Rapids, Michigan, August 26, 1847, son of Isaac B. and Nancy (Burley) Stebbins. He comes from a very old English family, the earliest American members of which settled in Massachusetts. The Stebbins family is notable for the number of lawyers, doctors, and commercial leaders it has produced. Isaac B. Stebbins was an early settler in Colorado and lived there for many years.

The subject of this sketch received his education in the schools of Michigan and subsequently attended Bellevue Hospital in New York, where he graduated in Medicine with high honors. Soon after leaving college he went to Denver, Colorado, where he practiced for five years from 1885 to 1890. He ultimately moved to Tampa for his health, where he built up a very large and successful medical practice which he continued until 1911, when he moved to Thonotosassa to engage in orange growing on the beautiful estate known as "Belvedere." As a physician he was noted for his skill and conscientious devotion to his profession and liberal treatment of his patients.

Dr. Stebbins was an ardent sportsman, being particularly fond of fishing, hunting and motoring. He enjoyed long motor trips with Mrs. Stebbins, some of them extending to New England and even to the far West.

He was a Mason and Knight Templar, a charter member of the Tampa Lodge of Elks, of the Tampa Yacht and Country Club, and the Tampa Automobile and Golf Club. He was a member of the Board of Trade and all medical societies of the county.

Dr. Stebbins was always interested in the "good roads" movement and was one of the early leaders in the movement that has resulted in the splendid road system of Hillsborough County.

He was twice married, first to Miss Clara Hardy, of Grand Rapids, Michigan, and had four children: Harry, now of Denver, Colorado; Helen, deceased; Genevieve (Mrs. De Soto Fitzgerald, of Richmond, Virginia), and Elizabeth (Mrs. Hunter Henderson, of Tampa). His second wife was Mrs. Smithey Rabourn Stubbs Hazen, of Georgia and Tampa. They had no children.

MRS. SMITHEY RABOURN STUBBS (HAZEN) STEBBINS

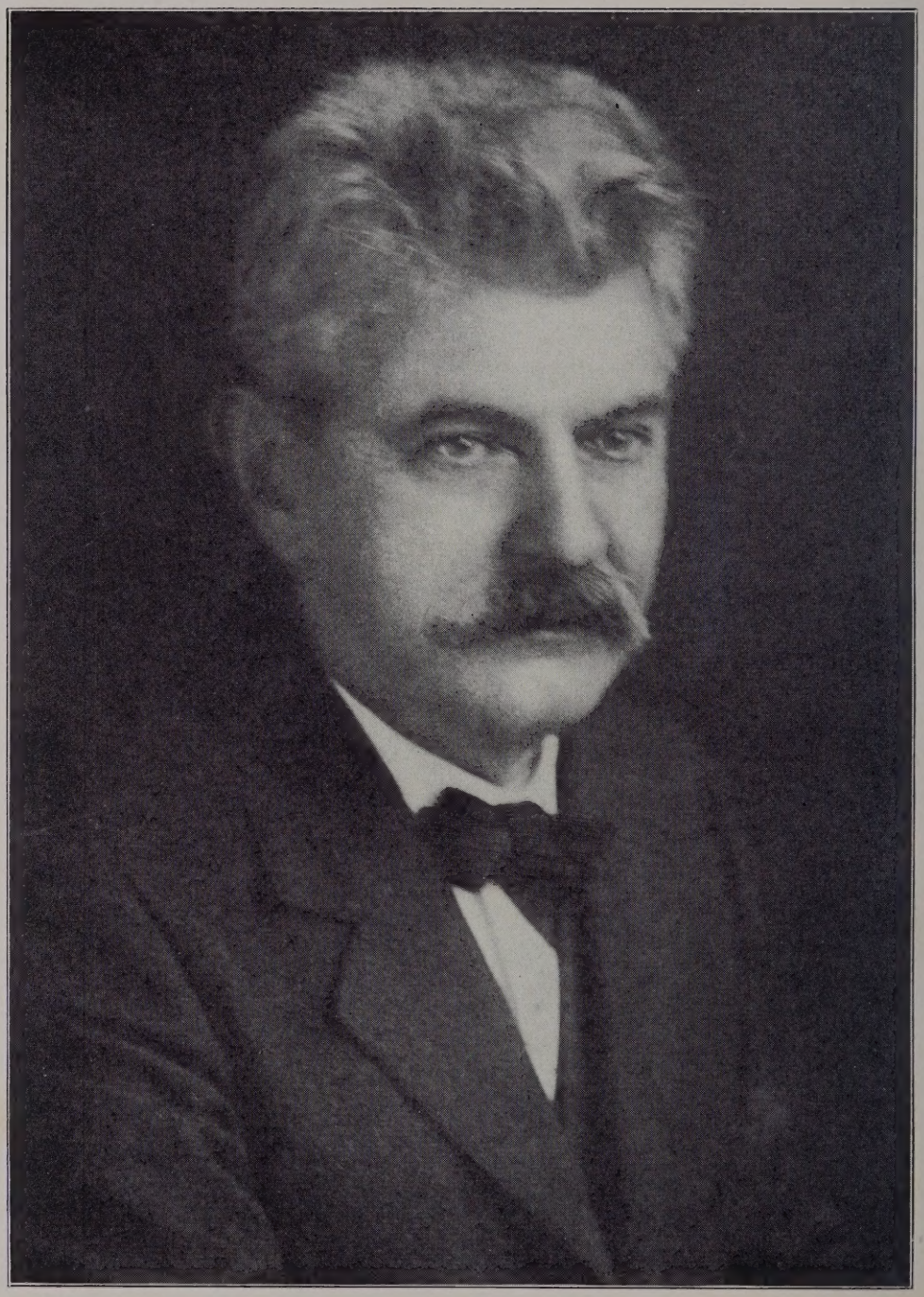
Mrs. Smithey Rabourn Stubbs (Hazen) Stebbins was born in Jones County, Georgia, daughter of Austin F. and Martha (Tillman) Stubbs, descendants of two pioneer Southern families of old English lineage.

Early in life she moved to Americus, Ga., and in 1900 came to Tampa and subsequently was married to Mr. Philander F. Hazen, youngest son of General W. P. Hazen. After the death of Mr. Hazen she married Dr. Henry H. Stebbins and has resided for the greater part of the time since at Thonotosassa on the beautiful estate known as "Belvedere." This estate is located in one of the oldest and best citrus sections of the State and consists of about 40 acres of fine bearing orange and grapefruit trees, and was built by the late W. P. Hazen, one of the pioneers of Thonotosassa. There are many interesting historical facts related in connection with the country around the lakeside and Belvedere; here on the west shore lived the last of the local tribes of the Seminole Indians, headed by the famous "Billy Bow-Legs" who was deported about the middle of the past century. Running through the village is the famous Fort King Road, originally laid out by Major Francis L. Dade, with a command consisting of 102 private soldiers and non-commissioned officers and eight officers. The shores of Lake Thonotasassa show the remains of an Indian mill; also quantities of flint chips from the old process of arrow-making still dot the shores.

Mrs. Stebbins is a skillful and successful citrus grower, and under her management the grove at "Belvedere" has been brought to a high state of cultivation, so that the crop is always one of the best in Hillsborough County. During the disastrous freeze of 1895 it was one of the few orange groves in the entire State which was not seriously injured or destroyed, and was the only grove in this section which produced fruit in the fall of 1895.

Mrs. Stebbins is an active club woman, being the organizer of the Thonotosassa Woman's Club and a member of the Friday Morning Musical Club of Tampa and the Tampa Woman's Club and the Hillsborough County League of Woman's Clubs. She is also an active member of the Florida State Federation of Women's Clubs.

Smithey Robinson Stubbs Hagen Stebbins



Edward H. Steinberg

EDWARD H. STEINBERG

EDWARD H. STEINBERG was born in Roumania and came to the United States in 1886, settling first in New York City, but subsequently moving to Key West, Florida, where he remained for about five years.

In 1892 he moved to Tampa and in association with Mr. M. Britwitz, he established the Clothing House of Steinberg & Britwitz. Mr. Steinberg was the active head of it until his death, by which time it had become one of the largest retail stores in its line in Tampa.

Mr. Steinberg was very successful in a financial way in his business, and devoted a very considerable portion of his wealth to charitable organizations. He was President and a large contributor to Rodoph Sholam, the congregation which gave him a beautiful silver loving cup in 1923 in appreciation of his services. Among other charitable organizations of which he was a member and contributor may be mentioned: the Young Men's Hebrew Society of Tampa; the Zionist Organization of America; and various others.

Mr. Steinberg was always very interested in uplifting the community and was especially interested in the schools of which he was a trustee for a number of years. He was known as one of the most open-hearted and generous men of Tampa.

He had been a Mason since he was 21 years old and was also a Shriner.

He was married on the 20th day of February, 1891, at New York City, to Henrietta Streiffer whom he met on the boat coming to the United States.

HELEN VIRGINIA STELLE

HELEN VIRGINIA STELLE was born at Alton, Illinois, daughter of Oliver Gould and Clara (Cotter) Stelle. She attended Shurtliff Academy and College at Alton, during 1906, and afterward took a course at Pratt Institute Library School, Brooklyn, New York.

After leaving college, Miss Stelle began her work in the Library, in which she has since been engaged. During 1912, she held the position of Librarian at Shurtliff College Library. In 1913 and 1914, she was connected with the Brooklyn Botanic Garden, in Brooklyn, New York, after which she took up work along the same line in the Library at Superior, Wisconsin, during 1915 and 1916.

Miss Stelle came to Tampa, January 1, 1917, and organized the Tampa Public Library, of which institution she has been in charge since that time.

She has always taken a very active part in the interests of her chosen profession. She organized the Florida Library Association, and was made Second Vice-President of this important body. She was also a member of the Legislative Council of this Association, and it was largely due to her efforts that the bill to establish a Library Commission, proposed by the Florida Library Association, was passed in 1925.

During the World War, Miss Stelle was instrumental in establishing libraries in the Camps at Dorr and Carlstrom Fields, and at Arcadia, Florida.

Miss Stelle is a member of the Tampa Woman's Club, the American Library Association, the American Association of University Women, Tampa Art Institute and the Florida Library Association.

W. F. STOVALL

W. F. STOVALL was born at Elizabethtown, Kentucky, January 4th, 1869, the son of Jasper and Eliza (Duncan) Stovall. He was educated in the public schools of his home town and moved to Florida in 1886, settling first at Lake Weir where he established the *Independent* at the age of sixteen. He subsequently moved to Ocala where he edited and published the *Ocala Free Press.* He still later edited and published the *Sumterville Times* and the *Polk County News* in Bartow.

Colonel Stovall, as he is usually known, came to Tampa in 1893 and established the *Tampa Morning Tribune,* which has been his life work and the foundation of his future. By the time he sold the paper in 1925, it had become the leading morning newspaper of Florida and one of the leading newspapers of the United States.

In addition to his newspaper work, Colonel Stovall has been one of the most important and largest real estate operators in Tampa. He built the twelve-story Tribune building on the corner of Tampa and Twiggs streets providing numerous offices besides the large amount of space devoted to the publication of the paper. In addition to the Tribune building, Colonel Stovall built and owns the magnificent Professional building on Morgan street, the Stovall-Nelson building, the Wallace S. building, and several other valuable properties.

Beginning with practically nothing, Colonel Stovall has through his own efforts become one of the leading financiers of the State of Florida and his public spirit and constructive work in behalf of Tampa have been shown in many ways.

He has three children: Minnie (Mrs. J. H. Mason), Wallace O., and Susan M. He is a member of the Presbyterian Church and fraternally he is an Elk and a Mason.

THOMAS MARION STRICKLAND

THOMAS MARION STRICKLAND was born September 27, 1864, at Homerville, Clinch County, Georgia, the fifth child of a family of twelve born to Joel and Amanda (Hodges) Strickland.

When a young boy he came with his parents to Florida and settled near Fort Green where his father had a farm and large orange interests. During his early life in Florida he attended school and assisted in setting out orange groves over South Florida with stock from his father's nursery.

At the time of his father's death in 1886, Mr. Strickland was a ministerial student at Emory College. After his father's death he did not return to college

T. M. Stevenson

but taught school near Tallahassee. Soon, however, he entered the Florida Conference of the Methodist Episcopal Church, South.

His first charge was on the circuit and while serving the circuit he studied a great deal, thus bringing up his courses of study as required by the conference. Striving to do everything that he did in the best possible manner, as he grew older he felt more and more the need of education and grasped every opportunity to improve his mind. He was a man of great intellectual qualities.

Mr. Strickland remained in the active ministry for about ten years, leaving at his own request and entering the mercantile business with a younger brother. He moved to Plant City in 1897 and with his brother established the firm of Strickland Brothers, later becoming sole owner of the business which he operated until his death.

Mr. Strickland identified himself with every good cause and was a factor in doing good for his church, town, county and country. He was always an officer in his church, also for many years serving as Superintendent of the Sunday School, was for several terms on the School Board, where he did much to better conditions in the local schools. He was in demand as a public speaker and during the late World War was tireless in his efforts for the war relief organizations and the Liberty Loan campaigns. He was offered the post as campaign director for several Southern states in the interests of the Young Men's Christian Association, which post he had to decline on account of his health. Mr. Strickland was cited by the government for his meritorious work during the war.

Mr. Strickland was a thirty-second degree Mason, a member of the Kiwanis Club and also prominent in his stand for Temperance. He believed in being sure he was right, then in standing on his convictions. He was a fearless Christian man and carried his religion with him into his business.

Mr. Strickland was married at Palmetto, Florida, February 14, 1895, to Miss Fredonia Wimbish, daughter of the late Judge J. J. Wimbish. Two children were born to Mr. and Mrs. Strickland, Alice Fredonia (Mrs. Howard E. Baughman) and Thomas Marion Strickland, Jr.

Mr. Strickland died February 6, 1925, and is buried at Plant City.

PAUL T. STRIEDER

Paul T. Strieder was born at Ft. Wayne, Indiana, January 22nd, 1876, son of Christopher and Engle (Thieme) Strieder. His paternal ancestors were from Germany, his father having been born in that country, and his ancestors on his mother's side were early pioneers in Indiana.

The subject of this sketch received his education in the public and parochial schools of Indiana, and subsequently attended Concordia College in the same state, where he graduated in 1892.

Before coming to Tampa in 1920 to become manager of the South Florida Fair and Gasparilla Carnival, Mr. Strieder was manager of the Fair Association at Ft. Wayne, and also spent two years in Jacksonville, Florida.

The Tampa Fair now ranks with the largest fairs in the United States. In 1924 the fair exhibits were reproduced at Madison Square Garden in New York City, and although sponsored by Mr. John Ringling, they were under the direct management of Mr. Strieder, and the exhibit gave Florida a tremendous amount of valuable publicity.

The South Florida Fair is held every year in the early part of February, and the exhibits cover a very wide range, including educational exhibits, fine arts, live stock, poultry and pet stock, dog shows, horse shows, monster parades, flower exhibits, agricultural machinery and a museum of natural history pertaining to the state. In addition to the exhibits proper, horse racing, auto racing, and other amusements are presented in connection with the fair.

Counties comprising every section of the state exhibit the resources of their respective counties, thus giving the visitor an opportunity to see what Florida produces. More counties exhibit at the South Florida Fair than at any other state fair in the United States.

The South Florida Fair Grounds is located in the heart of the city, adjoining the famous three million dollar Tampa Bay Hotel. The fair buildings, race track and grounds represent an investment in excess of two million dollars. Additional properties adjacent to the fair grounds have been acquired, and with the plan of beautification progressing, the 1928 fair promises to be one of the greatest in the history of the organization.

The tremendous success of the Tampa fair is due in very large measure to the management of Mr. Strieder. He has brought to this work a wide experience along similar lines, and he has made a very close study of the situation in Florida, with the result that this fair has become one of the most noteworthy annual events in the state.

For the past few years Mr. Strieder has managed the Volusia County Frolics, an annual carnival which takes place at Daytona Beach in the middle of the summer.

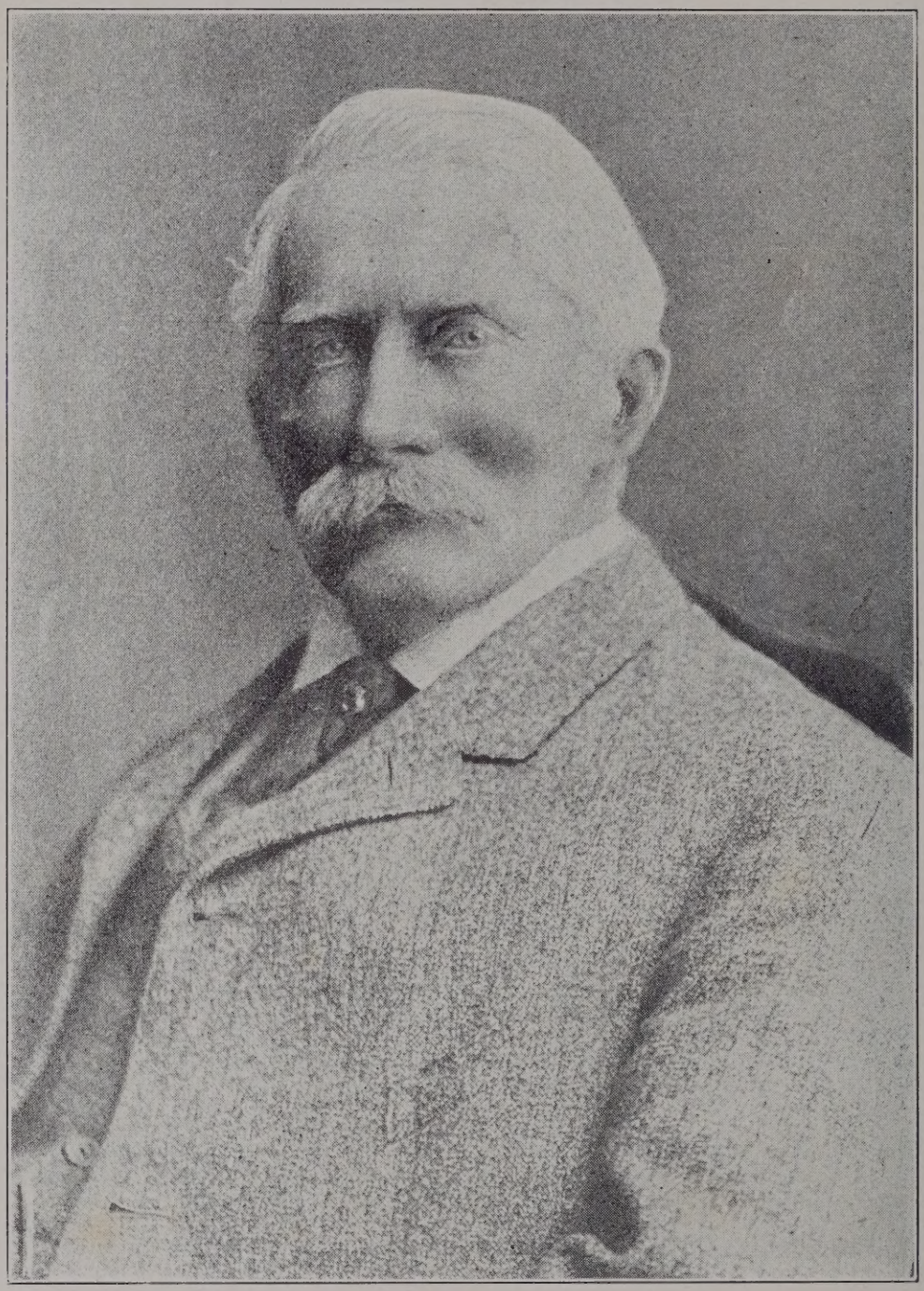
During the World War he did his bit by working for the Bagdad Land & Lumber Co. in Munson, Florida, furnishing materials for the government.

His fraternal affiliations are with the Elks.

He was married at Ft. Wayne, Indiana, on October 16, 1901, to Anna O'Ryan, and has the following children: Genevieve (Mrs. J. M. Armstrong); Agnes (Mrs. F. H. Williams); Marie and Elizabeth.

ALLEN T. STUART

ALLEN T. STUART was born in Broome County, New York, September 22nd, 1873, son of Allen C. and Ellen Stuart. He was raised in Binghamton, New York, where he attended the public schools, subsequently he matriculated at Cornell University, Ithaca, N. Y., from the Law Department of which he graduated with the degree of LL. B. in 1895.



R. R. Swann

Mr. Stuart commenced the practice of law at Towanda, Pennsylvania, subsequently moving to Niagara Falls, New York. In 1916 he moved to Tampa, Florida, where he has continued the practice of Law. Besides attending to a large practice, he has had time to devote his attention to public service and in this connection he was elected a member of the Florida State Legislature in 1921 and again in 1923, serving four years; he was Assistant City Attorney of Tampa from 1924 to 1926.

He is a member of the Seminole Heights Civic Club, the Optimist Club, and fraternally he is a member of the Odd Fellows, Knights of Pythias, Knights of Malta and of the Modern Woodmen of America.

CORNELIUS G. SUAREZ

CORNELIUS G. SUAREZ is a native son of Florida, having been born at Pensacola on January 25, 1887, son of Albert and Margaret (Parker) Suarez. His paternal ancestors were from Spain and were early settlers in Florida. His maternal ancestors were Scotch-Irish and were early settlers in North Carolina.

Mr. Suarez attended the public schools of Pensacola and his first important position was as Traveling Salesman for the Acme Mills of Hopkinsville, Kentucky. In 1914 he came to Tampa and for seven years was a salesman for the Charles H. Moorehouse Wholesale Grocery concern. He subsequently established the firm of Holder-Crowder & Suarez, with which he was connected for two years when he joined the Wholesale Grocery House of Bryan and Keefe.

On January 1, 1924, he established his own firm, known as C. G. Suarez, Wholesale Distributors. Mr. Suarez is a pioneer in his method of distribution of food products. He uses a fleet of trucks which make store door deliveries throughout the territory, assuring fresh products each day. A salesman goes along with each truck. His business has increased to such an extent that while he originally only required two trucks, at the present time he is operating seven. The principal product which he markets is Blue Ribbon Mayonnaise, which is manufactured in Tampa.

Mr. Suarez has taken an active interest in the affairs of Tampa and is a member of the Seminole Heights Civic Club and belongs to the Methodist Church. His fraternal affiliations are with the Masons and Shriners.

He was married at Tampa on December 19, 1915, to Fay E. Rice, and has two children: Pauline Elizabeth and Cornelius Albert Suarez.

ALFRED REUBEN SWANN

ALFRED REUBEN SWANN was born at Sandy Ridge, near Dandridge, Jefferson County, Tennessee, September 24, 1843, son of John and Sarah (Austell) Swann. He is a descendant of William Swann, who on his arrival in this country from England, patented Swann's Point, Virginia, and here the history of the Swann family in America began. William Swann was the fourth son of Sir

Francis Swann of Denton Court, Kent County, England. Later a branch of this family moved to North Carolina, and settled a plantation known as Swann's Point, North Carolina, from which the North Carolina branch of the family sprang.

Samuel Swann, grandfather of Alfred Reuben Swann, was born August 14, 1768, in North Carolina, and while a young man, followed Daniel Boone into the Franklin District, now known as East Tennessee, and together with John Sevier and other Tennessee characters, established the first colony in that turbulent section. Samuel Swann inaugurated the first wagon train service between the old colonies in North Carolina and the District of Franklin. It is of interest to note that one of Alfred Reuben Swann's ancestors was involved with Bacon, in Bacon's Rebellion, the first attempt of an American revolution, and he narrowly escaped the death penalty for his activities against the British Government.

The subject of this sketch attended Maurey Academy, at Dandridge, Tennessee. When the Civil War began, he left school and enlisted in the Confederate Army.

After the War, Colonel Swann returned to the family plantation, and devoted his time to the rehabilitation of the property. He labored under the most trying difficulties during this reconstruction period in East Tennessee, as the country was overrun with carpetbaggers, bushwhackers and Union sympathizers. Confederate soldiers found the situation so trying, most of them moved out of Jefferson County, Tennessee; Colonel Swann, however, with Zach Taylor, a comrade at arms, remained. He purchased, entirely on credit, the Beaver Dam plantation, now regarded as one of the finest plantations in Tennessee, and devoted his efforts chiefly to the raising of live stock until the farm was paid for five years later. He gradually extended his interests, ultimately becoming identified with many important enterprises throughout the South, among them being railroads, banks and other institutions.

Like many settlers of Florida, Colonel Swann first came to Tampa in 1904, as a winter tourist, and about this time Mr. Eugene Holtsinger interested him in the formation of the Swann & Holtsinger Company. Mr. Holtsinger was responsible for the active operations of the Company, while Colonel Swann furnished a large part of the capital. The firm developed Suburb Beautiful, the first big residential subdivision ever undertaken in Tampa. Today, while the old name still clings to the subdivision as its official name, it is better known to the modern generation as the Bayshore Drive District.

With a vision which apparently exceeded any other Tampan of his time, Colonel Swann early realized what the future of this city was certain to bring forth. He recognized the necessity of port development, and saw that the Hendry & Knight Channel and the Hillsborough River would soon be entirely inadequate to provide for the needs of commerce as Tampa advanced into a seaport town. Therefore, in 1909, he bought the Estuary, then in an undeveloped form, and prior to the time that the Government made an appropriation for the development of the harbor. In making the purchase, he realized he was taking a gamble, and that unless an appropriation should be made to improve the harbor, he might find him-

self with only waste land in his possession. However, his confidence and his vision of the city's future were so great that he felt no hesitation in acquiring the land for a later development. He remarked at the time of his purchase that while he probably would not live to see Tampa get the benefit that would ultimately come from the Estuary, sooner or later that section would certainly prove to be the salvation of the city's future as a whole. In 1911, the Government started to work dredging the Ybor Channel, and continued to dredge and fill in the surrounding territory until in 1924 it reached the state which allowed it to be opened for development coincident with Tampa's advance in the limelight of national importance.

Colonel Swann's other activities extended to Polk County, where he bought and assembled the world famous Swann Grove, and to Wauchula, where the Wauchula Manufacturing and Timber Company, one of the largest of its kind in the State, was organized. He also had interests in many other sections of the State.

He was a member of Company "K," First East Tennessee Cavalry, of which R. M. Swearingen was Captain. He enlisted about February, 1861, and was discharged May 3d, 1865. Company "K" was in Y. C. Hume's Brigade, Wheeler's Cavalry. Immediately after its acceptance into the Confederate Army, this troop was taken over by General Wheeler, who used it as his special body guard and shock troop, frequently sending it into battle when the crisis arose, and using it to play an important part in turning the tide in numerous conflicts at a critical moment. Later Colonel Swann was detached from the troop by General Wheeler, and was made one of Wheeler's special couriers. He took part in many important battles, among them being those of Lookout Mountain, Missionary Ridge, Chickamauga and Atlanta.

Colonel Swann organized the French Broad Baptist Church at Oak Grove, near Dandridge, Tennessee, and was a member at the time of his death. He was a very active member of the Board of Trustees of Carson-Newman College at Jefferson City, Tennessee, for many years, and made large donations to the endowment fund of this school. In fact, he was more instrumental in the enlargement and carrying on of this college than any other individual.

On June 16, 1881, Colonel Swann married Sarah Frances Burnett at the ancestral home of the bride's father, Rev. Jesse M. L. Burnett, at Del Rio, Tennessee, and the following children were born to this union: Jane (Mrs. James S. Floyd, of Atlanta, Georgia); Jesse (Mrs. Lamar Rankin, Tampa, Florida); James T.; Katherine (Mrs. Claude H. Estes, Birmingham, Alabama); Alfred A., of Dandridge, Tennessee; Frances (Mrs. W. B. Taylor, Salisbury, North Carolina); Tom B.; and Sarah, who died in 1918.

Colonel Swann died on April 9, 1926, at Dandridge, Tennessee.

The following editorial appeared in a local newspaper at the time of his death:

"Tampa feels as if she has lost one of her own in the death of Alfred Reuben Swann, at his home in Tennesseee. He was a pioneeer in envisioning the possibilities of this city and its port. He was the principal figure in the development of Suburb Beautiful, which was among the first of such projects here. He purchased a tract of what appeared to be worthless land in the Ybor Estuary section,

and there were many who doubted his judgment. The splendid business and industrial section which occupies that land today shows that his judgment was good in this matter, as it was in many others. Mr. Swann was almost as well known here as in his home, having spent the winters of twenty years or more in Tampa. Nowhere was he held in higher esteem for all the qualities which go to make a good citizen. Many of these people share with his family a feeling of personal loss at his going. It is men like Alfred Reuben Swann who have laid the foundations of Tampa—deep and sure. His eighty-two years were crowded with varying experiences, including service as a mere boy in the Confederate Army. He was a visioner, rather than visonary, possessing to a marked degree the ability and will to do which made his visions into realtities. Men of the type of Alfred Reuben Swann are rare."

JAMES T. SWANN

JAMES T. SWANN was born at Dandridge, Tennessee, November 19, 1886, son of A. R. and Fannie B. Swann. His father fought in the Civil War in a Tennessee Regiment.

Mr. Swann received his early education in the schools of Tennessee, and later attended Harvard University, from which institution he received the degree of A. B. in 1910.

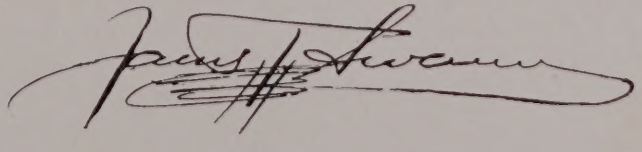
He came to Florence Villa, Florida, in 1911, where he was engaged in orange culture until he moved to Tampa the following year.

He has been one of the most active and successful real estate operators in Tampa during the past fifteen years. He was Vice-President and active head of the Interstate Investment Company, the builders of the Estuary, a development of 150 acres of extremely valuable business property within ten blocks of the City Hall. The carrying out successfully of this huge project involved a tremendous amount of labor and careful study, and it is due very largely to Mr. Swann that it was finally consummated.

He is President of the Swann Terminal Company, the Swann Groves Company, the Tampa Forwarding Company, and the J. T. Swann & Company, and is interested in many other corporations and financial institutions.

He has taken a very prominent part in civic affairs and in club life, being a member of the Tampa Board of Trade, a member and Ex-Vice-President of the Tampa Rotary Club, a member of the Tampa Yacht and Country Club, of the Rocky Point Golf Club, and the Tampa Realty Board. He is past President and at present a Director of the Palma Ceia Club, and his fraternal affiliations are with the Masons and the Shriners.

He was married at Tampa, November 4, 1914, to Mary C. Lucas, and has two children: Mary Frances and James T., Jr.



EDMUND PENDLETON TALIAFERRO, III.

EDMUND PENDLETON TALIAFERRO, the 3rd, is a native son of Tampa having been born there May 30, 1892, son of Thos. C. and Stella (Morrison) Taliaferro.

The family is of Norman descent. Mr. Taliaferro received his education in the public schools of Tampa and at Suwanee Military Academy. He subsequently attended the University of the South and the University of Virginia. He became connected with the First National Bank of Tampa as Messenger in 1913 and has worked in practically all departments of the bank and is now Vice-President of this venerable financial institution.

During the World War he served as an ensign in the United States Navy.

He is a member of the Rocky Point Golf Club, Tampa Board of Trade, on the Board of Governors of which he has served; the Elks, Masons and Shriners. His college fraternity is Kappa Alpha, and he belongs to St. Andrews Episcopal Church. He was married in Savannah, Ga., on December 2, 1922, to Sarah S. Hull, to which union one child was born: Sarah Hull Taliaferro, Jr.

WILLIAM M. TALIAFERRO

WILLIAM M. TALIAFERRO was born at Tampa on July 29, 1893. He received his education in the public schools of Tampa and subsequently attended Woodbury Forest School at Orange, Va., and the University of Virginia from which he holds the degrees of B.A. and LL. B.

He commenced the practice of law at Tampa and was originally a member of the firm of Carter, Taliaferro and Kelley. He next practiced alone for about two years and since 1925 he has been senior member of the firm of Taliaferro & Morris, which is one of the best known law firms of the city.

During the World War he served as a Captain in the 318th Infantry of the 80th Division; he spent about a year in the United States and a year overseas and was wounded at the front.

He is a member of the Tampa Yacht and Country Club, the Tampa Board of Trade, the Masons, and the Delta Psi college fraternity.

He is a Director in the First National Bank of Tampa and Chairman of the Board of Directors of the First National Bank of Bradenton. He holds memberships in the American, State and County Bar Associations.

Mr. Taliaferro was married to Ruth Watkins of Louisville.

RUSSELL HURST TARR

RUSSELL HURST TARR was born at Paris, Ky., on April 4, 1883, son of John and Sarah Tarr.

He received his education in the schools of Kentucky, including Millersburg Military School there. He studied law at Washington and Lee University but never practiced. He came to Tampa in 1903 and four years after entered the

furniture business where in association with his father-in-law he organized the Tarr Furniture Co. For fifteen years their business was located on the corner of Tampa and Twiggs streets, but in the latter part of 1927 their own magnificent new furniture retail store and warehouse was completed on the corner of Lafayette and Hyde Park avenue.

This is without doubt the finest furniture establishment in the State of Florida and a complete line of many different makes of furniture is carried, and an interior decorating department is conducted in connection with the business.

Mr. Tarr was recently honored by being elected President of the National Retail Furniture Dealers' Association. He is also Vice-President of the Tampa Board of Trade and past President of the Tampa Rotary Club. He is a member of the First Methodist Church, and his fraternal affiliations are with the Masons and the Shriners.

He was married at Tampa on the 16th day of October, 1907, to Berdina Crowell, and has three children: Russell C., John Robert and Lucy Jane.

JOSEPH W. TAYLOR

Joseph W. Taylor was born at Taylorsville, Ky., on November 20, 1887, son of Richard and Isabel (Gray) Taylor. His father's family came from Scotland and his mother's from England. He received his education in the public schools of his home town and took a special literary course at Berea College. He subsequently entered the University of Louisville where he studied medicine and received the degree of M.D. in 1911.

He has taken post-graduate courses in New York and Chicago in Eye, Ear, Nose and Throat Work. He practiced at Wauchula, Fla., for two years and in 1915 moved to Tampa where he now enjoys a very extensive practice, devoting all of his attention to Eye, Ear, Nose and Throat work.

During the World War he served as a First Lieutenant in the Medical Corps. and was stationed at Chickamauga Park.

He is a member of the First Presbyterian Church; the Palma Ceia Golf Club, the Exchange Club, the American, Southern, State and County Medical Associations, and his fraternal affiliations are with the Masons and Shriners.

He was married on the 3rd day of June, 1914, to Helen Smith and has two children: Viola and Joseph W., Jr.

CAPTAIN RUPERT W. THOMAS

Captain Rupert W. Thomas was born November 30, 1883, at Plant City, Florida, the son of Lewis R. and Isabelle (Blocker) Thomas. His parents came from Virginia to Levy County, Florida, and subsequently moved to Hillsborough County where his father took up a homestead on the present site of Plant City.

Captain Thomas received his education in the schools of Plant City and moved to Tampa in 1908 where he commenced his business career by operating a freight boat between Tampa and River View, continuing in this work for two years. In

R. W. Thomas

1909 he realized the possibilities of a sand and shell company; he entered into this business and organized the Tampa Sand and Shell Company which under his management has developed into a business of tremendous proportions. Besides handling sand and shell on a very large scale, the company also does dredging, dock building, bridge building and maintains large machine shops for the repair of boats, tugs and dredges.

The company owns thirty-five barges, twelve tug boats and five dredges.

During the boom here, 1925 and 1926, the Tampa Sand and Shell Company in its various activities did a business of approximately $2,000,000.

He was married on the 17th day of December, 1921, to Mamie Owens, and has two children by a former marriage: Lorene (Mrs. T. B. Robinson), and a son, Rupert W., Junior.

W. C. THOMAS

W. C. THOMAS was born at Valdosta, Georgia, October 1st, 1872, son of W. L. and Elizabeth (Jones) Thomas. He received his schooling in the public schools of his native City and before he was fifteen years old he started working in his father's hardware store at Valdosta.

In 1900 he moved to Tampa and opened a small retail hardware store in that City, which in spite of difficult conditions was successful from the start. A wholesale business was gradually developing and the retail store was moved from the original location on the corner of Franklin and Madison streets to the corner of Franklin and Polk streets. The business of this department was expanded until it reached several hundred thousand dollars annually in 1914, when it was closed on the grounds that it was not fair to the retailers to sell direct to the consumer. The Tampa Hardware Company now carries on a strictly wholesale business and is the largest wholesale hardware firm in the State of Florida and one of the largest in the South. The annual business amounts to several million dollars. There are about one hundred and twenty employees of the company, of whom about thirty are traveling salesmen who cover the entire state of Florida.

In spite of his great activities in connection with his own business, Mr. Thomas finds time to serve the city and community wherever there is need of his assistance. He has been President of the Southern Hardware Jobbers' Association and he has been President of the Tampa Credit Men's Association which is composed of nearly every wholesale institution and every bank in the City of Tampa. He has also been President of the Tampa Adjustment Bureau, and in both capacities he has given great satisfaction.

He is a Director in the Exchange National Bank and also in the Tampa Inter-Ocean Steamship Company.

He is a member and Director of the Board of Trade, also member and Director of the Rocky Point Golf Club, and fraternally he is a Mason, Shriner and Elk.

He was married at Valdosta, Georgia, to Luda Twitty and has five children: Walter W., William H., Ernest I., Carolyn (Mrs. W. O. Stamps, Jr.), and Lawrence.

HARRIE FISK TOLLE

HARRIE FISK TOLLE was born at Roxbury, Kansas, on September 11, 1872, son of Joseph Turner and Martha Jane (Ward) Tolle. His paternal ancestors were from Wales, and both paternal and maternal ancestors were early settlers in Virginia.

He attended the public schools in Kansas, and studied at Kansas Wesleyan University from 1896 to 1900, and at the University of Florida during 1901 and 1902. He studied Theology at Highland College in Kansas, from which institution he holds the degree of Doctor of Divinity. He commenced his calling as a pastor in Los Angeles, where he remained for a year, and later had charges in Mesa and Prescott, Arizona, and at Atkinson, Illinois. On account of ill health, he gave up the ministry for a time, and did office work in Springfield, Illinois, for about a year, and then moved to Mississippi, where he engaged in stock-raising for a year and a half.

His health becoming better, he became Pastor of the Methodist Church in Lake, Mississippi, where he remained for four years, and was instrumental in building two new church edifices and one parsonage. He subsequently had charges at Newton, Biloxi, Laurel and Jackson, Mississippi. In December, 1923, he was called to Tampa, to become Pastor of the First Methodist Church, South, there. When he took charge of this Church, the membership only amounted to eight hundred and thirty, and today it is over thirteen hundred. He has given considerable attention to the growth of the Young Peoples' Department, and his Church probably has more young members than any other church in the city.

Dr. Tolle has held various important official positions in connection with church work: he was Chairman of the Sunday School Board of the Mississippi Conference for nine years; he is Vice-President of the Mission Board of the Florida Conference, and was President of the Tampa Ministerial Association during 1895. At the present time he is Director of the Florida Training School for Girls.

During the World War, he did his bit by preaching to soldiers at various Camps, and he also took an active part in the Liberty Loan and other drives.

He was married at Highland, Kansas, August 27th, 1902, to Carolyn E. Hills, and has the following children: Corning Fisk, a Methodist Preacher in Florida; Joseph Augustus, also a Methodist Preacher and a School Teacher at Brandon; Robert Leander, who is attending Southern College, where he is President of the Student Body, and Martha Leonore, who is also attending Southern College and Mary Love Tolle, a student at the Junior Memorial High School in Tampa.

Dr. Tolle is a firm believer in the future of Tampa. He owns a beautiful home at Hanna's Whirl, and expects to make this his permanent home.

J. MACK TOWNE

J. Mack Towne was born at North Amhurst, Ohio, February 16th, 1863, the son of Jerry B. and Mariette (Fields) Towne.

He received his education in the schools of Ohio and like many successful men began life as a school teacher, teaching in Ohio for several years and subsequently at Kissimmee, Florida, to which town he moved in 1883 and where he became the first principal of the local high school. Two of his pupils in his school subsequently became United States Senators and one became United States Congressman.

After several years, he resigned as principal of the Kissimmee high school and became connected with Mr. Hamilton Diston in railroad and other building in which connection he remained for about twelve years.

He came to Tampa in 1891 and established Towne's Bottling Company where he manufactured ginger ale, being the first ginger ale manufacturer in the State of Florida.

In 1901 he purchased the Tampa Steam Laundry which business was established in 1881 and is therefore the oldest laundry in the City of Tampa. Mr. Towne has given almost his entire time and attention to the management of the laundry during the past twenty-six years and under his direction it has become one of the largest laundries in the State of Florida. The annual business amounts to $300,000 to $500,000. Mr. Towne also owns a laundry at Bradenton and for some time he owned and operated a Plant City Laundry.

He has taken an active and important interest in various civic affairs; he was a member of the Board of County Commissioners for several years and was on the local School Board for many years.

He is a member and past President of the Kiwanis Club, a member of the Tampa Yacht and Country Club. He is also a Mason and Shriner, Elk and member of Knights of Pythias.

He was married to Roberta Porch and has two children: Hester (Mrs. Holmes Kirkland), and Dudley.

FRANK P. TOWNSEND

Frank P. Townsend was born at Somerset, N. Y., November 27, 1878, son of William V. and Almira Townsend.

He received his education in New York City and early in life engaged in the automobile business, having been Traffic Manager for the Krit Motors Co. at Detroit, Mich., for some years.

He came to Tampa in October, 1912, and joined the Florida Auto & Gas Engine Co. with which he was connected for two or three years. In 1917 he established the Southern Candy Company, manufacturers and jobbers of candy. This is the oldest candy manufacturing establishment in Tampa and a very large business is done all over the southern part of the State.

Mr. Townsend is a Spanish-American War Veteran, having served in the Infantry of the 3rd New York regiment. He is one of the most prominent Masons in Florida, having reached the 33rd degree and being Master of Holyrood Lodge. He is also a Shriner and a member of the Elks.

He was married in July, 1904, to Maud Edmonds, and has two children: Louis and Margaret.

WILLIAM W. TRICE

WILLIAM W. TRICE was born at Hopkinsville, Kentucky, on August 27, 1875, son of John Buckner and Jeanie (Dagg) Trice. His father was a native of Kentucky, and his mother was from Georgia. The Trice family has long been a prominent one in Georgia and in Florida.

Mr. William W. Trice received his early education in his home town, and subsequently attended Richmond College, where he graduated in 1895, and soon thereafter became connected with a contracting firm in his home town, with which he remained about seven years. Later he was connected with the Planters Bank of Hopkinsville, which was founded by his grandfather, Stephen Trice.

Mr. Trice came to Tampa in 1902, and for about a year was connected with the Cuesta Rey Cigar Company. He entered the service of the Citizens Bank & Trust Company, which was founded by his uncle, John Trice, in 1903, and has been successively Assistant Cashier, Cashier, active Vice-President, and at the present time he is Vice-President and Trust Officer.

He is connected with several other concerns in Tampa, being President of the Hillsborough County Building and Loan Association; Vice-President of the Trice-O'Neal Furniture Company, and a member and Ex-President of the Tampa Clearing House Association.

He belongs to the First Baptist Church, of which he has been a deacon for a number of years, and Superintendent of the Sunday School. He is Treasurer and Director of the local Y. M. C. A., and during the World War he took a prominent part in the various drives.

His fraternal affiliations are with the Masons and the Knights of Pythias, and he is a member of the Phi Delta Theta College Fraternity.

He was married in 1906 to Nell Pollica of Tampa, to which union two sons and two daughters have been born: William W., Jr., Stephen Edward, Jeanie Margaret, and Martha Nell.

J. A. TURNER

J. A. TURNER was born at St. Louis, Mo., February 5, 1878, son of John O. and Rebecca L. (Oliver) Turner. His father moved to Jacksonville in 1886 where he engaged in the jewelry business for many years.

Mr. J. A. Turner received his education in the schools of Jacksonville and at the Musin Conservatory of Music in New York City. He came to Tampa in 1893

where for fifteen years he was leader of Turner's Orchestra which played during this entire period at the Tampa Bay Casino. In 1897 he entered the Musical Goods business of Tampa as a partner in the firm of Hallowell & Turner and a year later he purchased Mr. Hallowell's interest and changed the name of the concern to the Turner Music Company. This is now the oldest music house in southern Florida and a very large business is done in all lines of musical instruments including pianos, stringed instruments, radio equipment, phonographs, etc. Mr. Turner has the distinction of being the oldest Victor agent in the State of Florida. He has handled some lines of pianos for a quarter of a century, including the Knabe and the Packard.

He belongs to many clubs and organizations in Tampa, including the Tampa Yacht and Country Club, the Rocky Point Golf Club (of which he is a charter member) ; the Palma Ceia Golf Club, and the Rotary Club, in which he has taken an exceptionally prominent part, having been District Governor and Vice-President of the International organization.

He is a Mason and a Shriner and a member of the Knights of Pythias.

He was married at Tampa to Marion E. Woodsum, and has one daughter, Cecile (Mrs. L. W. Lee).

JOHN J. TWOMEY

JOHN J. TWOMEY was born at Tampa, Fla., January 9, 1901, son of Tim J. and Annie (Savarese) Twomey. His father was from Ireland and his mother's family were early settlers in Georgia. He received his education in the Sacred Heart College at Tampa, Fla., and subsequently attended Holy Cross College at Worcester, Mass.

He studied law at Georgetown University where he received the degree of LL. B. in 1924. He was admitted to practice in Florida on October 19, 1924, and immediately thereafter became connected with Mr. T. E. Lucas with whom he became a partner in 1926 under the firm name of Lucas & Twomey.

Mr. Twomey has taken a very active part in the life of Tampa and served as President of the Junior Board of Trade during 1927, and as Secretary of the Merrymakers' Club 1926 to 1928. His religious affiliations are with the Catholic Church. Fraternally he is a member of the Knights of Columbus.

GUSTAVO VALDESPINO

GUSTAVO VALDESPINO was born at Key West, Florida, April 14th, 1890, son of Ramon and Maria (Collazo) Valdespino. His parents were both born in Cuba, but moved to Key West in early life.

He was brought to Tampa by his parents in 1894, where he attended school and also the Tampa Business College.

He has worked since he was ten years old, beginning at a small store at Ybor City. He subsequently was connected with the Florida Brewing and Ice Company for about eight and a half years.

Since 1921 he has been connected with the well-known insurance firm of Oscar Ayala and Company, of which he is now Secretary. This important company handles all kinds of insurance and also does a large mortgage and rental business.

Mr. Valdespino has many important outside interests. He is a member of the Educational Bureau of the Board of Trade, and has always given much attention to the welfare of the schools; he is District Trustee and Director of the Tampa Kiwanis Club, and in 1926 he was President of the Masonic Relief Association, and he is at the present time Associate Editor of the "Tampa Mason." He is a Shriner and a member of the Egypt Temple. He is Past Master and Honorary life member of the Universal Lodge Number 178, F. & A. M., and charter member of Holyrood Lodge No. 257, F. & A. M., and Past President of the Masonic Low Twelve Club of Tampa. He is one of the Advisory Council of the Paul Revere Chapter of the Order De Maloy. He is also Secretary of Kiwanis Juvenile Builders, Inc., which organization maintains six children in School at Norman Park, Ga.

Mr. Valdespino was married at Tampa to Rose Mary Revillas and has five children: Gustavo, Jr.; Ramon, Rose Mary, Carmen, and Jose.

HENRY A. VAN BORSSUM

Henry A. Van Borssum was born at Peoria, Illinois, on June 24, 1881, son of Henry and Kate (Losch) Van Borssum. His father was born in Holland, and his mother was a native of Illinois.

Mr. Van Borssum followed the plumbing and heating business in Peoria, Illinois, and in Savannah, Georgia. He came to Tampa in 1913, where he established the H. A. Van Borssum Plumbing & Heating Company, and also the Florida Machine & Engineering Company, which latter concern is engaged in the manufacture of boilers, marine construction and repairs, machine work, blacksmithing, etc. Both of these businesses are located in the same plant.

Mr. Van Borssum is a member of the Rotary Club, the Tampa Board of Trade, and the Palma Ceia Golf Club. Fraternally he is a Mason and a Shriner.

He was married at Columbus, Georgia, to Rose Boll, and has two children: Dorothy and Robert.

AUGUST VAN EEPOEL

August Van Eepoel was born at Ramsel, Belgium, March 8, 1872. He received his education in his native country, where he graduated from the Agricultural University at Ghent.

He came to America in 1896, settling in New York City, where he engaged in business as a florist for about a year.

Having heard of the advantages offered in Florida, he came to Tampa in 1897, with the idea of raising plants and flowers for the northern markets. However, he soon entered the dairy business, and established a dairy and truck farm near

the city. He began with only a few cows, but as his business increased, he gradually added to the size of his herd, and ultimately had about one hundred registered Jersey cows and imported bulls. At the present time he is interested in several dairy farms in Hillsborough County.

He recently incorporated his business under the name of the Tampa Stock Farms Dairy Company, and sells in the neighborhood of ten thousand quarts of milk per day, all of which comes from twenty-six farms very closely supervised by the City of Tampa Health Department, and also himself.

A modern, well-equipped building was recently erected to house the office force, and as a distributing point for milk.

All the milk products sold from this plant are pasteurized, and its cleanliness is one of the outstanding features. Mr. Van Eepoel was probably the first dairyman in Florida to adopt modern dairy methods. He is a member of the Agricultural Board of the Board of Trade. His fraternal affiliations are with the Elks and Woodmen of the World.

He was married to Addie Bush, of Bremen, Georgia, in 1900, and has four children: August, Norma, Mildred, and Paul.

JOHN C. VINSON

John C. Vinson was born at Montezuma, Georgia, on January 23, 1884, son of Dr. John W. and Willie C. Vinson. His father practiced medicine in Georgia and established the first chain drug stores in the United States; at one time he had eight such stores located in various parts of the South, including two in Florida. His father was also a Civil War veteran, having fought in the Confederate Army, and having been taken prisoner at the Battle of Vicksburg.

The subject of this sketch received his education in the schools of Georgia, including the University of Georgia, where he remained two years, and at Emory University, where he studied medicine, and received the degree of M.D. in 1906.

He arrived in Tampa in 1907, and has been associated in the practice of his profession with Dr. John S. Helms for eighteen years. He gives his attention exclusively to urological surgery.

Dr. Vinson has been a keen student of surgery, and has devised several new operative methods. He is a very prolific writer along urological and biological lines; many of his articles have been published in the leading medical journals. He was one of the founders of the Urological Section of the Southern Medical Association, of which he served as Secretary for four years.

He is a large property owner in Tampa, and built the Vinson Building on Florida avenue.

He was one of the organizers, and was Secretary of the Tampa Dock Company, when several ships were constructed for the United States Government during the World War.

During the World War he served as Captain in the Medical Corps, and had charge of urological work at various army posts. At the time of the Miami storm,

he was in charge of relief work at Tampa for the sufferers, and his services in this direction were of very great value.

He is a member of the various Medical Associations, and is Ex-President and Ex-Vice-President of the State Association, and Ex-Secretary and Treasurer of the Hillsborough County Association.

Dr. Vinson is a member of the Tampa Yacht and Country Club, and of the Palma Ceia Golf Club.

He was married to Aldine Knight, daughter of the late A. J. Knight, one of the noted pioneers of the city. They have two children: Clifford and William.

ALDA MADISON WADE

ALDA MADISON WADE was born in Wayne County, Michigan, on May 2, 1883, son of William Harrison and Mary J. (Chrysler) Wade. The Wade family came to this country from England on the ship "Lion" in 1632, the immigrant being Jonathan Wade, and followed in order by Major Nathaniel Wade, Jonathan II, Nathan, William, Joshua, Isaac, Wm. Harrison, Alda Madison and Wm. Warner.

Mr. Wade received his education in the public schools of Oakland County, Michigan, and subsequently studied at the South Lyon High School at South Lyon, Michigan, and at the Michigan State Normal College from which he halds a state life certificate.

For twelve years he acted as Superintendent of Schools in various parts of Michigan, and later he followed the Real Estate business in Detroit, where he was connected with the firm of Storm & Fowler.

He came to Tampa first in 1913, and engaged in the bakery business for about two years, when he returned to Michigan, and followed educational work as Superintendent of Mathias' Township Schools in the Upper Peninsula.

He returned to Hillsborough County in 1920, and he has been very active in the Real Estate business since this time.

Mr. Wade has taken an active interest in various affairs in and around Tampa.

His military service has consisted in the part he took in organizing a Company of the Michigan National Guard, in which he served as Lieutenant.

He is a member of the National, Florida and Tampa Real Estate Boards and the Tampa Board of Trade and was organizer and first President of the Inter-Bay Improvement Association. His fraternal affiliations are with the Masons and the Shriners.

He was married at Chatham, Michigan, on June 17, 1910, to Mary Warner, and has one child: Warner.

TOM WALDEN

TOM WALDEN was born in Polk County, Florida, July 31, 1898, son of Rubin Yancey and Nanny (Branch) Walden. His father, who is a Baptist preacher, came to Florida when he was only seven years old.

Tom Walden received his education in the Lake City High School, at Columbia College in Lake City, and at Stetson University, where he received the degree of LL. B. in 1923.

Immediately after completing his education, he came to Tampa, and commenced the practice of law, which he has continued with great success until the present time. For three years, he held the important position of Assistant County Solicitor.

He is a member of the Hillsborough County Bar Association, and of the Knights of Pythias and Elks Lodge.

He was married to Elizabeth Ryburn on April 17, 1926.

MARVIN HUGHITT WALKER

Marvin Hughitt Walker was born in Maywood, Illinois, on February 11, 1901, son of N. S. A. and Ella Walker.

He received his education in the grammar and high schools of Chicago, graduating from the Austin High School there in 1919.

Prior to moving to Tampa, he was engaged in Newspaper work in Springfield and Columbus, Ohio. He moved to Tampa in 1921, and his first work was with the "Tampa Times," serving as a reporter. He later served in the same capacity on the "Tampa Tribune," and next became associated with the Tampa office of the Thomas Advertising Service, and served as Publicity Director for the Florida Citrus Exchange until June, 1925, when he became Editor of "The Florida Grower." "The Florida Grower" was established in 1908, and is devoted to Florida Agricultural and Horticultural interests. It has become a highly esteemed publication, and is filling a long felt need among those engaged in agriculture in this state. In connection with the publication of its magazine, the plant of "The Florida Grower" is equipped for handling commercial printing, and one of the largest commercial printing establishments in the state is maintained.

Mr. Walker is a member of the Tampa Rotary Club, and a member and vestryman of St. John's Episcopal Church. He is Scout Master for Boy Scout Troop No. 24, and is a member of the Citrus and Agricultural Bureaus of the Tampa Board of Trade. He is also a Director of the Tampa Citrus Growers Association, a cooperative association affiliated with the Florida Citrus Exchange serving Hillsborough County fruit growers.

Mr. Walker was married June 7, 1924 to Martha Moore Patrick, daughter of Mr. Duncan M. Patrick. He has one child: Duncan Moore Walker.

J. EDGAR WALL

J. Edgar Wall is a native son of Tampa, having been born there on March 10, 1872, the son of William and Minnie (May) Wall. His father was one of the pioneer citizens of Tampa, and one of the first merchants there.

Mr. Wall received his education in the schools of Tampa, and at Bingham Military Academy in North Carolina, at Emory College in Oxford, Georgia, and

at the Eastman Business College, Poughkeepsie, New York. After completing his education, he returned to Tampa and became a member of the firm of Knight & Wall, and subsequently moved to Texas, where he engaged in farming and cattle-raising, but he continued as vice-president of the incorporated firm of Knight & Wall Company. He returned to Tampa in 1907 and again became actively connected with the firm of Knight & Wall Company (the second oldest business of any kind in Tampa).

Since the death of Mr. H. L. Knight in 1919, Mr. Wall has been president of the company. He is also vice-president of Machin and Wall Company, of Havana, Cuba.

Mr. Wall has taken an active interest in everything tending toward the upbuilding of his native city. He is vice-president of the South Florida Fair Association, belongs to the Tampa Board of Trade, the Tampa Yacht and Country Club, and the Methodist church. Fraternally, he is a Mason and a Shriner. He has been president for several years of the board of trustees of Southern College.

He was married in Texas to Florrie Bowman, to which union three children were born: Jack, deceased; Minnie May (Mrs. J. Clark Evans), and J. Edgar, Jr.

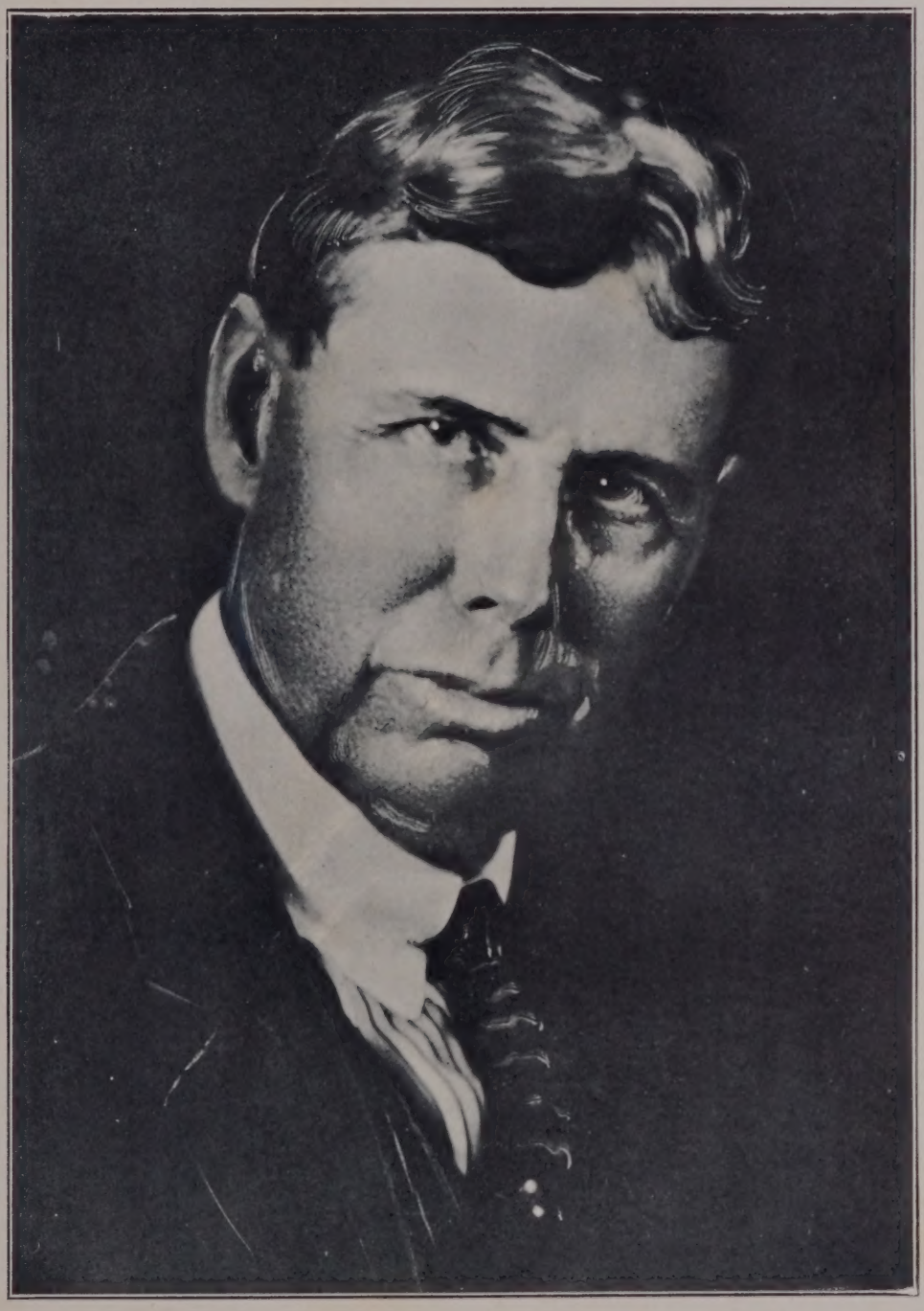
PERRY G. WALL

PERRY G. WALL was born in Hernando County, Florida, son of William W. Wall. His father was one of the pioneer merchants of Tampa, having come there shortly after the close of the Civil War, where he operated the largest store in the city in the early days, on the northwest corner of Washington and Marion Streets. In association with Captain John Miller and William B. Henderson, he helped to establish the Tampa Steamship Company, operating steamers between Tampa, Cedar Keys and Key West, and giving to this section the first steamship transportation to the outside markets.

Mr. Wall attended the East Florida Seminary (now the University of Florida), and later became a student at Colonel Bingham's Military School at Asheville, North Carolina.

When only sixteen years of age, in association with the late H. L. Knight, he established the firm of Knight & Wall. This business has now become one of the largest mercantile establishments of its kind in the state of Florida, and a tremendous business is done in hardware, paints, sporting goods, etc.

In addition to his business interests, Mr. Wall has found time to devote considerable attention to civic and political affairs. He has long been an active force in local and state politics, and has gained favorable recognition as a public speaker on social and political questions. At various times, he has served as Chairman of Congressional and County Democratic Committees, and he has been Chairman of the Executive Committee of the White Municipal Party. In 1890, and again in 1894, he was elected a member of the City Council of Tampa, and he also served as a member of the County School Board during 1897 and 1898. In 1923, he was elected Mayor-Commissioner of Tampa for a four-year term, serving from January 1, 1924 to January 1, 1928. His administration was characterized by a large amount of constructive work being carried out by the Municipality, and



Perry G. Walker

to him is very largely due credit for the building of some of the important bridges in the city, and for the paving of many city streets.

He married Mattie Houstoun, of Tallahassee, Florida, and they have two children: Houstoun, and Martha.

STANLEY K. WALLACE

Stanley K. Wallace was born at Ocala, Florida, on July 30, 1883, son of Thomas J. and Clara (Wilkie) Wallace. The Wallace family comes from North Carolina, and the grandfather of the subject of this sketch was a first cousin of the well-known General Bragg of the Confederate Army. The Wilkie family is from Illinois.

Stanley K. Wallace received his education in the public schools of Ocala, and came to Tampa during the Spanish-American War period. During the War, he sold newspapers to the soldiers in the various Camps located around Tampa. He later was employed by the "Tampa Herald," and in 1899, he severed his connection with this paper, and joined the Tampa Box Factory, with which he remained for a few months, when he went to sea. After following the sea for some time he returned to his native town, Ocala, and engaged in the wholesale hardware business; but the lure of Tampa was too strong for him, and he returned there in 1901 and joined the Tampa Box Company again, with which he remained for about two years, when he went with Knight & Wall. Leaving them, he joined the C. W. Greene Company, remaining with them about thirteen years, when he moved to Wilmington, California. He remained there only a few months, however, and returned to Tampa and joined the G. Norman Baughmann Company, of which he is now Vice-President.

Mr. Wallace is a Director in the Tampa Rotary Club. He is a member of the Board of Trade, being Chairman of the Radio Broadcasting Committee, and is a Mason, a Shriner, and Vice-President of the Egypt Temple Band.

He was married in Tampa on the 23rd of May, 1911, to Othen Hardin. He has two children: Sarah Lucile and Hazel Eugenia.

WILLIAM L. WARING, JR.

William L. Waring, Jr., was born in Essex County, Virginia, September 9, 1886, son of William L. and Rosa (Wright) Waring. His father fought all through the Civil War as a member of the Ninth Virginia Cavalry.

The subject of this sketch was raised on a farm in Virginia, where he also received his education in the public schools, from 1901 to 1919. He followed the railroad business, having been connected at various times with the following lines: Atlantic Coast Line Railway, the Southern Railroad and the Seaboard Air Line system.

Mr. Waring came to Tampa in 1919 to be Manager of the Gulf Fertilizer Company, which position he occupied for five years. In 1924, in association with Mr. Lyons, he organized the Lyons Fertilizer Company, of which he has since been Secretary and General Manager. This Company has had a phenomenal

growth. In the short space of four years, it has become one of the largest fertilizer concerns in the state, and the annual business amounts to hundreds of thousands of dollars.

He has taken an interested part in everything for the benefit of his adopted city, and he was one of the organizers, and the first President of the Tampa City Club, which is designed to fill a long felt want in the business and social life of the city. He was one of the organizers and first President of the Tampa Exchange Club, and he holds membership in the Tampa Yacht and Country Club, in the Tampa Board of Trade, and the Palma Ceia Golf Club, of which he is Treasurer. He also belongs to the Manufacturers' Association of Tampa, and to the Gasparilla Carnival. His religious affiliations are with the Episcopal Church.

He was married in Georgia, to Louise McLane.

GEORGE C. WARREN

GEORGE C. WARREN was born at Columbus, Georgia, June 27, 1863, son of James Whitfield and Laura P. (Wimberly) Warren. He is of Scotch-Irish descent on his father's side, and of English descent on his mother's side.

After completing his education in the schools of his home town, he worked in the surveying business, and was one of the surveyors for the railroad formerly known as the Georgia-Pacific, but now the Southern Railroad, running from Atlanta to the Mississippi through Birmingham.

He moved to Florida in 1883, and was engaged in the construction of the railroad between Tampa and Kissimmee. He afterward was employed in the Transportation Department of the South Florida Railroad, afterward Plant System, and later, joined the First National Bank of Tampa, where he remained until the yellow fever epidemic in 1887, when he moved to Atlanta. There he engaged in the cotton business for about three years.

Mr. Warren returned to Tampa in 1891, and became a member of the real estate firm of Beckwith-Henderson & Warren, continuing for a number of years in this connection. He has been active in many large important enterprises in Tampa. He, with A. C. Warren, and T. N. Henderson, own the Tampa Coca-Cola Plant, a business which has grown to be of very great extent. He is President of the "Parkland Estates" Development, and in association with A. J. Simms, one of the real builders of Tampa, he developed "Parkland Estates" and a number of other important sub-divisions. At one time he was in the lumber business at Harney, Florida, and in association with W. H. Beckwith, C. E. Tufts and F. T. Warren, millions of feet of cypress timber were cut.

Mr. Warren is a stockholder in, and a Director of the First National Bank of Tampa, and he is Vice-President of the I. S. Levy Drug Company. He has always taken a leading part in civic affairs, and in everything tending toward the upbuilding of his adopted city. He is an active member of the Tampa Board of Trade, and belongs to the Tampa Yacht and Country Club and Rocky Point Golf Club. His religious inclinations are with the First Methodist Church, and fraternally he is a Mason and a Shriner.

He was married at Tampa, July 11, 1888, to Cora Lee Henderson, daughter of the noted pioneer, W. B. Henderson. Two children have been born to this union: William Henderson Warren, who served 18 months with the American Expeditionary Forces in France during the World War, and James Whitfield Warren, who is now associated with the firm of A. J. Simms & Company, of Tampa.

JEROME A. WATERMAN

JEROME A. WATERMAN was born at Hawkinsville, Georgia, November 6, 1883, son of Maurice and Henrietta (Maas) Waterman. His father was a Bavarian, and came to Georgia, where he became a prominent business man and stock dealer. His mother was from Alsace, and was a sister of Abe and Isaac Maas, of the well-known firm of Maas Brothers.

Mr. Waterman received his education in the schools of Georgia, including the high school at Macon, and Mercer University in the same city, where he received the degree of B. S. in 1902. At the latter institution, he won a Science Medal for the writing of a thesis on the Development of the Telephone.

Several years after leaving college, he followed the profession of Chemist, and was connected with the Tennessee Coal & Iron Railroad Company, of Bessemer, Alabama, in this capacity for about three years, after which he moved to Jacksonville, where he was engaged as Chemist by the Southern Turpentine & Paint Company, which connection lasted for about a year until he became Treasurer of the Standard Electric Company of Florida.

In 1907, he moved to Tampa, and joined Maas Brothers; he began as a bookkeeper, and later, filled the positions of Advertising Manager, Credit Manager, Superintendent, Buyer, and is now Secretary and Treasurer of this important store, which is one of the largest, if not the largest Department store in the State of Florida.

Apart from his connection with Maas Brothers, he is interested in a number of other large businesses in Tampa, including the Consolidated Amusement Company, of which he is President; Strand Amusement Company, of which he is Treasurer; the Victory National Life Insurance Company, of which he is also Treasurer; the Florida Grower Publishing Company, of which he is Vice-President, and he is a Director of the Lafayette Bank, and stockholder in First National Bank, and the Citizens Bank & Trust Company, and the Morris Plan Bank.

He has been a hard worker in various civic drives, and has done a considerable amount of charitable work in a quiet way.

During the World War, he served in the Ordnance Department, as Personnel and Planning Officer, and had charge of Personnel and Planning in about five hundred munition plants. At the present time, he is a Captain of the Florida National Guard, as Aide de Camp to Major General Blanding, Commanding the 31st Division.

He is a member of the Tampa Board of Trade, the Merchants' Association, the Motor Club, and the Army Ordinance Association. He also belongs to the Schaari Zedek Temple, and to the Lions' Club, the Tampa Yacht and Country

Club, the Palma Ceia Golf Club, the Old Colony Club, and the Cleveland Heights Club of Lakeland. His fraternal affiliations are with the Masons, Shriners and Elks.

His avocations are athletics and music.

He was married in Lynchburg, Virginia, on September 14, 1922, to Daisy Guggenheimer, and has one child: Cecile Isabel.

TOM O. WATKINS

TOM O. WATKINS was born at Key West, Florida, the son of John and Caroline Watkins. He is of English descent on his father's side. He came to Tampa with his parents when a young boy, and received his early education there. He subsequently attended Emory College for one year, Washington and Lee University for one year, and Cumberland University for one year, from which latter institution he holds the degree of LL. B. He has followed the practice of law at Tampa since 1921, and in a comparatively short time, has become one of the leading young lawyers of the city.

He was appointed Municipal Judge to fill the unexpired term of Judge Marion Hendry and served out the balance of this term. In the fall of 1927, he ran for this office again, and after a heated campaign, both on his part, and on the part of his opponent, he was elected to the office by a vote of almost three to one.

He is a member of the Masons, the Knights of Pythias and the Sigma Nu college fraternity.

He was married at Tampa, to Mary Bunting, and has one daughter, Beverly.

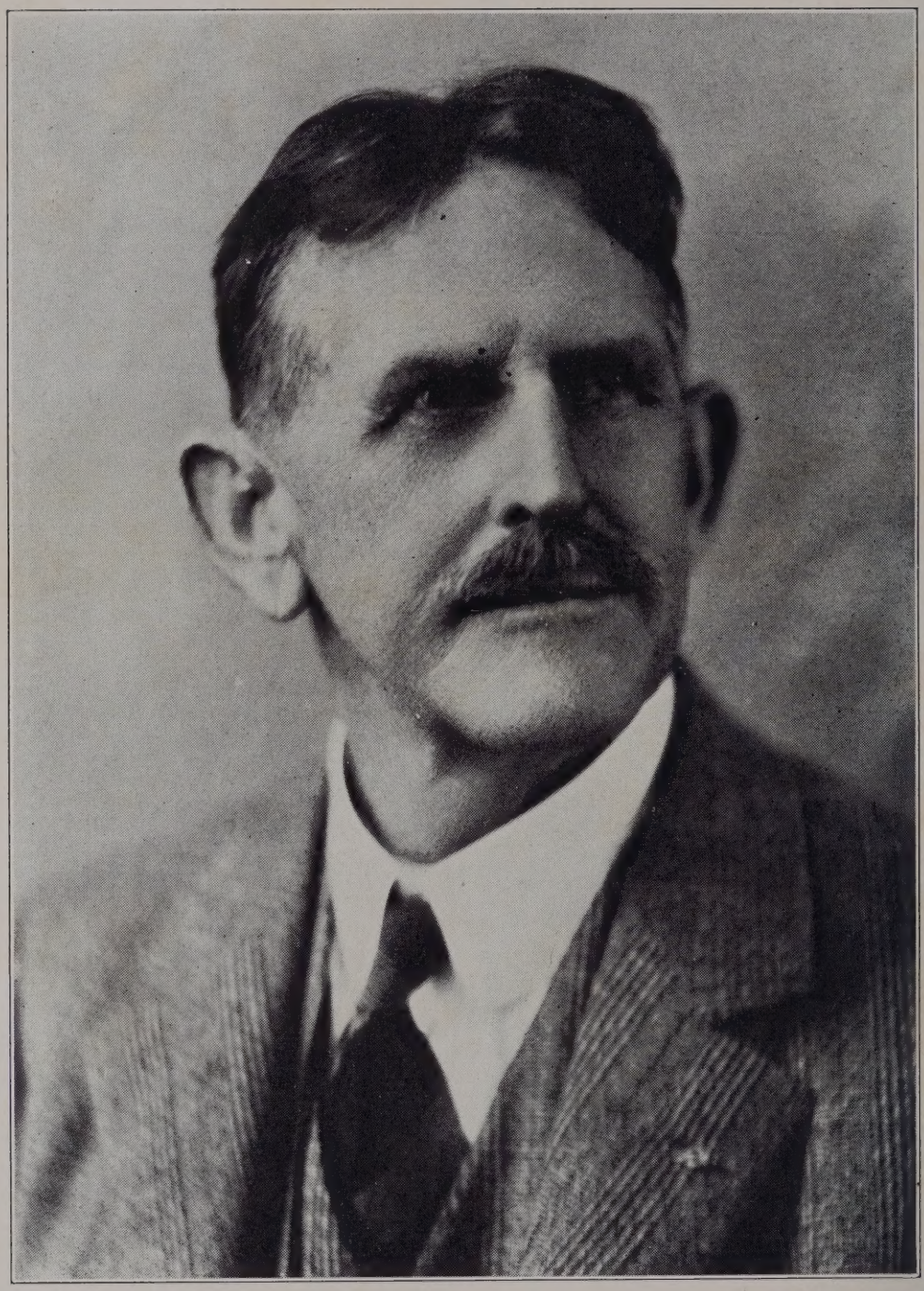
HARRY J. WATROUS

HARRY J. WATROUS was born in 1866, son of James M. and Jennie E. Watrous. His father was one of the earliest settlers in Hillsborough County, having come there in 1876. He was interested in orange growing and during the latter part of his life was active in the mortgage business. He died in 1922, at the age of 92.

The subject of this sketch received his education in the schools of Tampa, and subsequently attended the East Florida Seminary (Now the University of Florida). Up until the time of the big freeze of 1895 he engaged in orange growing.

In 1898 he became one of the original member of Hendry & Knight Company, established by E. M. Hendry, A. J. Knight and H. J. Watrous. For a number of years he was manager and later Vice-President of this important corporation. In 1923 he sold out his entire interest in the real estate end of this business and the following year he and L. F. Pallardy purchased the insurance end of the business, which is still operated under the name of Hendry & Knight Insurance Company. Subsequently he and Mr. Pallardy organized the Pallardy-Watrous Mortgage Company, which has placed some of the largest loans in existence in Tampa.

Mr. Watrous was married on the 25th of October, 1892, to Nannie Givens, and has the following children: Mary (Mrs. Robert James); Louise (Mrs. C. M. Phipps); Margaret Watrous, Harry J. Watrous, Jr., and Tom M. Watrous.



C. E. Webb

CURREN E. WEBB

Curren E. Webb was born in Spencer County, Indiana, on November 16, 1865, son of R. F. and B. C. (Stemburry) Webb, the former a native of Indiana, and the latter a native of Ohio.

When Mr. Webb was seven years of age, his parents moved to Texas, where his father engaged in the hotel business until he moved to New Mexico, where he had a ranch.

Mr. Webb spent his boyhood on the New Mexico ranch. He came to Tampa with his parents in 1886, and there learned the trades of brick-laying and plastering, which he followed until 1906, when he took up general contracting.

In 1919, he and his associates purchased the Florida Asphalt Block Paving Company of Tampa, which has become the largest concern of its kind in the state. A very large and efficiently managed plant is maintained in the commercial section of Tampa, and asphalt blocks, which are manufactured for road building, are sold in huge quantities all over the state of Florida. In Tampa alone, about a million square yards of them have been laid.

Mr. Webb has taken a prominent part in the affairs of Tampa, and served for two terms on the old City Council. He also served as Chairman of the Board of Public Works for four years. He is a member of the Board of Trade, and fraternally he is a Mason, an Elk and a Shriner.

During the World War he was a Captain of Company "B" of the Hillsborough County Guards.

He is married and has one son: Curren E. Webb, Jr.

LESLIE WASHINGTON WEEDON

Leslie Washington Weedon was born at Sandersville, Georgia, April 27, 1860, son of W. H. and Anna Augusta (Renfroe) Weedon. His father served in the Civil War in a Georgia regiment.

Dr. Weedon attended school in Georgia and received his medical degree from the Medical College of New York University in 1885, in which year he moved to Tampa, and began the practice of his profession, which he continued until 1917, when he retired.

At the time of his retirement, he was considered one of the outstanding physicians of Southwest Florida. During the last twelve years of his practice, he specialized in eye, ear, nose and throat work. He was one of the five doctors who organized the Hillsborough County Medical Association, and is the only one of the five still living. He organized the City Health Department of Tampa, and was the first City Physician.

Perhaps Dr. Weedon's chief distinction is on account of his research work on yellow fever. He served through two yellow fever epidemics in Tampa, and gained his first insight into this dread disease during these times. On account of his special knowledge of this disease, the United States Government sent him to New Orleans to give aid during the yellow fever epidemic there in 1894. He also served in Honduras as Commissioner of Health for some time, and as representa-

tive of the United States Government, in order to learn if it would be safe for the Port of Tampa to allow ships from Honduras to dock there, from a sanitary point of view. He is a member of the Yellow Fever Institute, under the auspices of the Bureau of Public Health, Marine Hospital Service, Washington, D. C.

Dr. Weedon is a member of the Methodist Church.

He was married at Tampa, Florida, on the 14th day of February, 1889, to L. Blanche Henderson, daughter of W. B. Henderson, who was one of Tampa's greatest men. Four children were born to this union: Leslie Washington, Jr., who is deceased; Frederick Renfroe, Harry Lee, and Mary Blanche.

GEORGE WEEKS

GEORGE WEEKS was born in Hernando County, Florida, November 28, 1873, son of Stephen and Mattie (Wade) Weeks. His father was also a native son of Florida, and was engaged in farming, orange growing and cattle raising for many years in Hernando and Pasco Counties.

Mr. Weeks received his education in the public schools of Hernando and Pasco Counties, and his first job was in the railroad office at Macon (now Trilby), Florida.

He was engaged in the mill business in Polk County for a number of years, and with Mr. R. L. Wilder purchased a cypress shingle mill at Loughman. They subsequently enlarged this mill, more than doubling its capacity and making it one of the largest and best of its kind in the state. Mr. Weeks sold out his mill business in 1905, and after visiting nearly all parts of the United States, decided to locate in Tampa, which he did in the early part of 1906. He invested heavily in Tampa real estate, and about three years later, with R. L. Wilder, formed the corporation of Weeks & Wilder Company. This concern does a general real estate and loan business, and is one of the soundest and most conservative, as well as one of the oldest of its kind, in Tampa. Mr. Weeks has been President and in active management of this company since its organization in 1909. About ten years ago Mr. Wilder disposed of his interest in the company, and since then Mr. C. W. Farnsworth, who had already been associated with Mr. Weeks for a number of years, has been Secretary and Treasurer.

Mr. Weeks has also been interested in a number of other well-known firms that have carried on some of the city's largest and best developments. He is a member of the appraisal committee of the Tampa Real Estate Board, the Board of Trade and Palma Ceia Golf Club; is a Mason and a Shriner.

He was married at Loughman, Florida in 1903 to Annie Mattie Mearns. They have two sons, Hubert and Marvin.

GEORGE B. WELLS

GEORGE B. WELLS, was born at Alafia, Hillsborough County, Florida, about 9 miles south of the present Plant City, on May 5, 1868. His father was George W., and his mother, Mary J. (Drew) Wells, the former of whom was born in Camden County, Georgia, and the latter at Tampa, her father having been a pioneer settler in this county.

Geo. Weeks

Mr. George B. Wells received his education in the public schools of Hillsborough County, studied bookkeeping and accountancy at Moore's Business University in Atlanta, Georgia, and later studied law, in law offices at Tampa, and Plant City, and attended a course of Summer Law Lectures under Professor John B. Minor and his son, Raleigh C. Minor, at the University of Virginia in the summer of 1894.

He began the practice of law in Plant City, continuing until the present time, and has become one of the best known lawyers in the County, besides being the oldest practising one in Plant City, and one of the oldest in the entire county.

He has held various political offices, having been a member of the State Legislature, Mayor of Plant City, and City Attorney of Plant City, which position he holds at the present time. He has been officially connected with the government of Plant City, in all, 25 years.

Aside from his professional work, he is a member of the firm of Wells and Sons Company, dealers in hardware and furniture, with headquarters in Plant City. He is also interested in real estate, owning and being part owner of valuable pieces of property in his home town.

He is affiliated with the Odd Fellows, the Knights of Pythias, and the Woodmen of the World. He is a member of the First Baptist Church of Plant City.

Mr. Wells was married at Tullahoma, Tennessee, on February 23, 1910, to Veronica Kimsey of that state.

WALTER C. WELLS

Walter C. Wells was born in Tampa on February 24, 1870, son of George W. and Mary J. Wells. His parents were early settlers in Hillsborough County, and the Wells family is one of the best known in the eastern section of the country.

Mr. Wells received his education in the public schools of Plant City, and has been a member of the firm of Wells & Sons Company at Plant City, since 1884.

He has taken an honorable part in the political affairs of Plant City, having served on the City Council for sometime, and having been Mayor of the City from 1925 to 1927, when the Commission Form of Government was inaugurated. While he was Mayor, some $410,000 worth of bonds were issued for general improvements, and this money was spent for the installation of the White Way system, fire-alarm system, the municipal market place, and other improvements. While he was Mayor, another bond issue was put over for $212,000 for road construction, the proceeds of which were spent under his direction.

Mr. Wells is a member of the Baptist Church, East Hillsborough Chamber of Commerce and the Plant City Golf Club.

He was married at Tampa to Lizzie Canada, and has four children: Paul, Clarence, Earl and Mildred.

CHARLES C. WHITAKER

Charles C. Whitaker was born in Manatee County, Florida, on May 25, 1865, son of William H. and Mary J. Whitaker. His father was one of the earliest settlers in Florida, having come to this state from Savannah, Georgia, in

1842. He took part in a number of Indian Wars, and afterward, fought in the Confederate Army during the Civil War.

Mr. Whitaker received his education in the public and private schools of Manatee County, and subsequently entered the East Florida Seminary (now the University of Florida), from which institution he graduated in 1886, and studied law in Vanderbilt University, from which institution he holds the degree of LL. B., awarded in 1888.

He commenced the practice of law in Tampa a year after his graduation from law school, which he has since continued. He now has the distinction of being fourth oldest practicing, in length of service, in Hillsborough County. He is senior member of the well-known law firm of Whitaker, Himes & Whitaker.

Mr. Whitaker held the responsible position of City Attorney of Tampa for about 8 years, and at the present time, is Vice-President of the Exchange National Bank of Tampa, which he helped to organize, and is also Attorney of the First Savings & Trust Company, and of the Bank of West Tampa.

He was married to Sue F. Whitcomb, October 1888, and by this union has the following children: Karl E. Whitaker, who is a member of the law firm of Whitaker, Himes & Whitaker, and a daughter, Sophie T. Kurtz, the wife of Chester R. Kurtz. He afterwards married Mrs. Anna B. Warren, his present wife.

PAT WHITAKER

PAT WHITAKER was born at Franklin, Georgia, June 29, 1894, son of D. B. and Minnie (Armstrong) Whitaker. Both his grandfathers fought in the Confederate Army during the Civil War.

Mr. Whitaker received his education in the schools of Georgia, and studied Law at Georgetown University, from which Institution he received the degree of LL. B. in 1915.

He moved to Tampa in 1916, and at once took up the practice of his profession there. For the first four years, he practiced alone, but since 1923, he has been in partnership with his brother, Tom, under the firm name Whitaker Brothers.

In a comparatively short period of time, Mr. Whitaker has built up one of the best law practices in Tampa, as his firm is recognized as one of the substantial and dependable ones of the city. He has devoted a considerable amount of his time to political affairs, and was elected a member of the State Legislature in 1925, and in 1926, he had the honor to be elected State Senator. Both of these important positions he has filled very creditably.

He received his first experience of political life in Washington, D. C., where he was Secretary to Congressman W. C. Adamson, and in which city he studied his profession. Ever since this time he has been very much interested in politics.

He holds membership in the County and State Bar Associations, and belongs to the Methodist Church, the Tampa Board of Trade and the Elks Lodge.

He was married at Tampa on the 28th day of December, 1924, to Pearl Chancey, and has two children: Gloria and Pat Whitaker, Jr.

E W Wiggins

WILLIAM D. WHITAKER

WILLIAM D. WHITAKER was born in Leon County, Florida, September 25, 1866, son of John H. and Louise (DeVane) Whitaker. His father, of English descent, came from Georgia to Florida in the very early days. He is of French descent on his mother's side.

Mr. Whitaker received his early education in the schools of Leon County, and in 1886, moved to Sarasota, Manatee County, Florida, where he followed the mercantile business for a number of years. He moved to Tampa in 1895, and a few years thereafter, he became a partner in the distinguished real estate firm of Beckwith, Henderson & Warren. Mr. W. B. Henderson died in 1909, and the name of the firm was changed to Beckwith & Warren. In 1926, the name became Beckwith & Whitaker, Inc., and Mr. Whitaker is now the President and Treasurer of the Company.

A general real estate, loan and fire insurance business is carried on by the Company, and the firm has the distinction of being the oldest one following the same business in Tampa, having been founded in 1887.

Mr. Whitaker is a Mason, an Elk and a member of the Knights of Pythias.

He was married at Sarasota, Florida, to Allie Bartholomew and has three children: Jesse W., Ramona (Mrs. Ramona Gates), and George A. Whitaker, who is Secretary of the Beckwith & Whitaker Company.

E. W. WIGGINS

E. W. WIGGINS was born near Plant City, Florida, on June 10, 1867, son of William L. and Gabriella Wiggins. His parents were from Georgia, and came to the eastern part of Hillsborough County in 1870, where his Father engaged in farming. Mr. Wiggins received his education, such as was obtainable, in the country schools of the County, and for the first few years of his life worked on his father's farm. During the period of 1898 to 1908, he traveled a large part of the year in the fruit and produce sections of the United States in the interests of wholesale commission houses. It was while engaged in this work that he learned the angles of the produce business, which education has since been of such great value to him.

Mr. Wiggins has made Plant City his permanent residence since 1908, where he is recognized as one of the largest shippers in Plant City area, "The Winter Strawberry Capital of the World", and handles everything in the vegetable and produce line. He was a pioneer in the shipment of strawberries, and is now operating a line of refrigerator strawberry boxes, and his packing house in Plant City, for the packing and shipping of Citrus Fruit is one of the largest and best equipped in the country. He was an important factor in building up an F. O. B. market for the growers within a radius of many miles of Plant City, selling their fruit and vegetables for cash throughout practically the entire year.

Mr. Wiggins has taken a prominent part in political affairs in Plant City. He was a member and President of the Charter Board which drafted the Charter

under which Plant City is now governed. He was a member of the old City Council from 1913 to 1921, and again in 1926. He is at present, a member of the City Commission. He was on the Board of Public Works from 1915 to 1917. He is Vice-President of the Bank of Plant City, and a Director in the East Hillsborough County Chamber of Commerce. He is also a member of the Kiwanis Club.

Mr. Wiggins was married on October 8, 1901, to Mary Wilder, who comes from an old Hillsborough County family.

C. W. WILKINSON

C. W. Wilkinson was born at Corry, Pennsylvania, on December 29, 1886, son of George and Catherine Wilkinson.

Mr. Wilkinson received his education in Pennsylvania, and early in life entered the machinery business with the Ajax Iron Works, in his home town. He was connected with the American Clay Machinery Company, with which he remained for several years.

Mr. Wilkinson came to Florida in 1913 to be Manager for the Roux Composite Brick Company, located at Plant City. He and Mr. R. J. Ritter and Mr. O. A. Setzer later purchased W. J. Carmichael and D. I. Davis interests in this concern, and changed the name to the Plant City Brick Company. Mr. Wilkinson is now Vice-President of the Company, and Manager of the plant. This has become one of the most successful concerns of its kind in Hillsborough County, and a complete line of sand-lime bricks are produced, which are made in two standard colors, white and buff. Any color will be made on order. The total number of employees averages around thirty, and the capacity of the plant is about sixty-five thousand bricks per day. The pay roll of this company is of considerable benefit to the community.

The Plant City Brick Company is located on the outskirts of Plant City, near which Mr. Wilkinson has built a very beautiful Florida home, a picture of which will be found in the historical section of this book.

Mr. Wilkinson is a member of the Plant City Kiwanis Club, and of the East Hillsborough Chamber of Commerce. His fraternal affiliations are with the Knights of Pythias.

He was married at Corry, Pennsylvania, to Gertrude Hegerich in 1913.

J. ANGUS WILLIAMS

J. Angus Williams was born at Graceville, Florida, September 4, 1891, son of Henry Archie and Jessie (Lee) Williams. The Williams family is one of the largest, if not the largest in the state of Florida. A reunion of the family is held each year in the state, and there are estimated to be about 3,000 members of the family in Florida.

Mr. Williams attended school in his native town, where he graduated from the high school. He subsequently was at the University of Florida for one year.

Horace Williams

After completing his education, he taught school for four years, and then entered professional baseball, having been a member of the Columbus, Mississippi, team of the Cotton States League, and subsequently on the Americus, Georgia, team, of the Georgia State League, and he was a member of the St. Petersburg team of the Florida State League.

His activities in baseball brought him to Tampa, and he became so favorably impressed with the city that he ultimately gave up his baseball career to enter business in Tampa. For two years, he was connected with the Star Cleaning Company, after which he spent four years as a reporter on the Tampa Times. He ultimately entered the insurance business as an agent for the Union Central Life Insurance Company, and since 1923, he has been general agent for the Pilot Life Insurance Company, and has made a very great success in handling this important company's business in the Tampa territory.

Mr. Williams has always taken an interest in civic affairs, and he was instrumental in starting community singing in 1918. This innovation was greatly appreciated by the people, and it ultimately resulted in the etsablishment of the present municipal band.

Mr. Williams is a member of the Seminole Heights Methodist church, and belongs to the Kiwanis Club. He is president of the Chrisivic Club, and ex-president of the Florida Baraca-Philathea Union. He has been president of the Florida Conference Epworth League for the past five years. The Tampa Life Underwriters Association was organized in 1927 and he became its first president.

He was married in Tampa on April 11, 1922, to Mildred Grace McFarlan, whose ancestors came from Scotland. His great-grandfather had twenty-three children, and one of his ancestors fought in the Indian wars in Florida, and another was a captain in the Confederate army during the Civil War. Five generations of the family are living in the United States at the present time. Mr. and Mrs. Williams have two children: Sarah Lee and J. Angus, Jr.

HORACE J. WILLIAMS

Horace J. Williams was born at Greensboro, North Carolina, on May 22, 1879, son of Henry Jackson and Virginia Helen (Dudley) Williams. His father was born in Providence, Rhode Island, and was a direct descendant of Roger Williams.

The subject of this sketch received his education in the schools of Winston-Salem, North Carolina, and at Battle Creek College in Michigan, and at the Medical School of the University of Illinois, from which institution he holds the degree of M. D. He completed his medical education at the Royal Colleges of Physicians and Surgeons in Edinborough, Scotland, and Faculty of Physicians and Surgeons, Glasgow, Scotland, from which institutions he was awarded the following degrees: L. R. C. P. Edinborough; L. R.C. S., Edinborough; L. F. P. & S., Glasgow; F. R. C. S., Edinborough.

He was honored by being made a Fellow of the Royal College of Surgeons of Edinborough, Scotland, in 1910. He practiced in hospitals in Great Britain,

Germany, Austria and France for several years, after completing his education, and in 1910, he went to Cape Town, South Africa, where he followed the practice of his profession for fifteen years, specializing in surgery and gynecology. Having heard of the activities in Florida during 1925, he came to Tampa in the early part of that year, where he has since followed the practice of his profession, and in a comparatively short time, has become known as one of the skilled surgeons and gynecologists of the city.

He is a devout member of the Bayshore Baptist Church, and belongs to the Forest Hills Country Club. He is a thirty-second degree Mason and a Shriner, and belongs to the American, Southern, State and County Medical Associations.

He was married on the 23rd of September, 1906, to Alyce Mae Hansen; and they have two daughters, Virginia and Recarda.

WILLIAM T. WILLIAMS

William T. Williams was born in New York City on September 1st, 1876, son of Thomas and Charlotte (Howkins) Williams. He is of Welsh descent on his father's side, and of Irish descent on his mother's side.

He came to Tampa with his parents when only six years old, and at the age of eight was left an orphan. When only thirteen years old, he went to sea, working on sailing vessels, plying the coast of Florida. Later, he was employed by the Western Union Telegraph Company as a messenger boy, and applying himself to telegraphy, he became a night operator, and while filling this position he acquired an education through his own efforts. He subsequently served as Train Dispatcher, and Chief Clerk to the Superintendent of one of the large railroads.

In 1905 Mr. Williams entered the retail coal and grain business in Rutherford, New Jersey, which he continued until 1915, when he returned to Hillsborough County, settling near Riverview, where he engaged in farming.

He has always been interested in public affairs, and in March, 1923, he was appointed County Commissioner by Governor Hardee, to fill an unexpired term; he was elected to this office in 1924, and re-elected in 1926, and has served as Chairman of the Board since January, 1924. He has a very wide and thorough acquaintance with Hillsborough County, and is therefore particularly well fitted to hold the important office of Chairman of the Board of County Commissioners.

He is a member of the Presbyterian Church, and of the Tampa Board of Trade. He is a Mason and Past Master of the Riverview Lodge, and Past District Deputy Grand Master of this Order. He also belongs to the Elks and Knights of Pythias.

He was married on January 5, 1914, to Mrs. Elma Foster Hutchings, and has one son, William Lesly Williams, and a stepson, Richard M. Hutchings.

JOSEPH E. WILLIAMS

Joseph E. Williams was born at Bartow, Florida, February 1, 1891, son of John Allen and Elizabeth (Lewis) Williams. His great-grandfather came from England, and settled in New York in 1800; his grandfather came to Polk County,

Roland A. Wilson

Florida, in 1850, and was a Civil War veteran; his maternal grandfather fought in the Mexican war; and his father is a large citrus grower, and resides in Bartow at the present time.

Joseph E. Williams received his early education in the schools of Bartow, including the high school there. He subsequently attended the University of Florida, from which institution he holds the degrees of B. S. and LL. B., received in the years 1914 and 1915, respectively.

He began the practice of law in Tampa in 1915, which he has continued with great success since this time, with the exception of the World War period.

His military record is especially deserving of mention, as he served in France with the 321st Artillery, and took part in the St. Mihiel and Argonne Drives. After the Armistice was signed, he was one of the American soldiers to be appointed to Sorbonne University in Paris, where he studied law and languages.

Mr. Williams is a member of the American Legion, and his fraternal affiliations are with the Masons and Knights of Pythias.

He was married at Tampa, July 3, 1922, to Aileen Johnson, the daughter of the recently elected city clerk of Tampa. Two children were born to this union: Joseph E., Jr., and John Albert (deceased).

ROLAND AUSTIN WILSON

Roland Austin Wilson was born at Lynchburg, South Carolina, on September 19, 1875, son of W. J. and Maggie J. Wilson. He is of Scotch and English extraction, and members of his family of both his mother and father's side took part in the Revolutionary War, and his father was a Confederate veteran and at the age of 16 was a second lieutenant.

Mr. Wilson received his education in the public schools of South Carolina, and for a number of years followed the wholesale grocery business, as a traveling salesman in this line, out of Birmingham, Alabama. In 1901, upon the urgent request of Mr. Henry Leiman, of the Tampa Box Company, he came to Tampa to become connected with the Tampa Box Company, of which he is now Vice-President and Secretary and Treasurer.

Much of his time is spent in tropical countries, securing cedar logs from which to make cigar boxes, and he has shown great sagacity and ability in purchasing raw materials from these foreign markets.

Mr. Wilson is a veteran of the Spanish-American War, having been Sergeant in Company "B", Fourth Infantry, and took part in the battles of El Caney and San Juan Hill. He was later transferred to the Philippines, where he saw active service in the campaigns in these islands.

He is a Mason and a life member of the Tampa Lodge of Elks.

He was married on the 23rd day of April, 1901, to Martha W. Leiman and has one son: Roland A. Wilson, Jr.

FRANCIS L. WING

Francis L. Wing was born at New Bedford, Massachusetts, on May 9, 1868.

He received his education in the schools of his home town and in 1889, moved to Tampa, where he commenced his activities in the real estate business, which he has continued for the past thirty-nine years. He has been a builder of Tampa in the true sense, as he has erected a large number of houses, and in 1922 built the Puritan Hotel, in the Hyde Park district, a modern and well-equipped structure, containing about fifty rooms.

Mr. Wing has been prominent in political affairs in Tampa for many years. During the Spanish-American War period, he was a member of the City Council, and he served as Mayor for two terms; first from 1900 to 1902, and again, from 1908 to 1910.

Apart from his interest in Real Estate, he is connected with various other companies in the city, including the very successful Lyons Fertilizer Company, of which he is a Director.

He is a member of the First Presbyterian Church, and for thirty years, he has belonged to the Hillsborough Masonic Lodge No. 25. He is also a Shriner, and a charter member of the Elks Lodge.

He was married at Tampa in 1892, to Annie E. Hale, who came to Tampa at the age of one. Two children have been born to this union: Margaret (Mrs. J. G. Foster), and Albert S.

FRANK A. WINN, JR., ARCHITECT

Frank A. Winn, Jr. was born in Leesburg, Florida, on May 27, 1893, son of Frank A. and Marie (Hall) Winn. His father came from Eutaw (Green County), Alabama in 1881, settling in Leesburg.

Frank A. Winn, Jr., received his early education in the public schools of Leesburg, Fernandina and in Tampa, and studied architecture at the Alabama Polytechnic Institute, 1910-1914.

Mr. Winn came to Tampa in 1902, and for seven years was employed by F. J. Kennard, one of the oldest architects of the state. In 1921, he opened his own office, and since that time he has designed many noteworthy buildings in Florida, among which may be mentioned the following: Benjamin Franklin High School at Tampa, eighteen elementary and rural high schools for Hillsborough County, Dixie-Grand Hotel and Palace Theater, at Bradenton; Sigma Nu Fraternity House, at Gainesville; Seminole Heights Methodist Church, Tampa; First Presbyterian Church, Plant City; Plant City Methodist Church; Tampa Heights Methodist Church; Womens Civic League Club Building, Winter Haven; Municipal Fishing Pier and Pavilion, Ballast Point Park, Tampa; the residences of W. F. Farman and J. F. Taylor, two of the finest homes in Tampa; and J. E. Foxworthy, residence, Fort Myers.

Mr. Winn can, without exaggeration, be noted as one of the most successful young architects of Florida. During the past six years, he has handled over two

hundred jobs, representing over ten milion dollars' worth of building, in every section of the State of Florida.

He is a member of the Florida Association of Architects, Exchange Club, the Palma Ceia Golf Club, the Board of Trade, Tampa Real Estate Board, and the Presbyterian Church. Fraternally, he is a Mason and a member of the Sigma Nu Fraternity.

He was married at Bradenton, to Phillis Carnes, and two children: Frank A. Winn, III, and William Carnes Winn, were born of this union.

MORRIS WOLF

Morris Wolf was born in Germany, on March 16, 1871. He came to the United States with his parents in 1886, settling first at Louisville, Kentucky, where he remained for about ten years.

He came to Tampa in 1905, where he joined Maas Brothers, remaining with them for three years, when he established the Morris Wolf Clothing Store. A year later, his brother joined the firm, and it became known as Wolf Brothers. They have developed a large and successful retail business in men's and boys' clothing, and have the agency for many of the leading lines of men's suits, hats, shoes, etc. Ever since the organization of the store it has been located at 808 Franklin Street.

Mr. Wolf has taken a very prominent part in various enterprises outside of his business. He is President of the Retail Clothiers' Association of Florida, and is a Director in the Mutual Building & Loan Association of Tampa. He is also a director in the local Board of Trade. He has been much interested in Jewish welfare organizations, and is Director of the Young Men's Jewish Association.

His fraternal affiliations are with the Masons and the Elks. He is a charter member of the local Elks Club.

He was married at Washington, D. C., to Carolyn Baer, and has three children: Bernice, Mildred and Dolly.

LEMUEL R. WOODS

Lemuel R. Woods was born at Fernandina, Florida, September 12th, 1869, son of Captain Robert H. and Mary Elizabeth (Wilson) Woods. His father was a Captain in the United States Navy. L. R. Woods received his education in the public schools of Fernandina and subsequently attended the East Florida Seminary (now the University of Florida).

His first important business engagement was with the National Cash Register Company. He was with this concern for several years and established its English Branch, having spent two years in London on behalf of the Company.

He returned from England in 1903 and lived at Gainesville, Florida, for a few months. Having become interested in the fertilizer businesss, he came to Tampa in 1903, and established the Gulf Fertilizer Company, which was the first company of its kind to begin operations in Tampa. Under his Presidency and

his management this Company has grown to be one of the largest, if not the largest, fertilizer company in the State of Florida. The present capital of the Company is one million dollars and approximately thirty-seven thousand tons of fertilizer are handled per year, representing an annual business of over one and one-half million dollars.

Besides his interest in his own business, Mr. Woods is a Director in the Citizens Bank and Trust Company of Tampa, and a stockholder in numerous other important companies. He has always shown an interest in the public welfare, although he has never sought public office. He was, however, on the City Park Board for several years. He was married in London, England, to Clara Nell Phillips, and has two children: L. P. and Frederick.

LEMUEL P. WOODS, JR.

LEMUEL P. WOODS, JR., was born at Reading, England, October 30, 1903, the son of L. R. and Clara Nell (Phillips) Woods. He attended the Tome School in Port Deposit, Maryland, subsequently matriculated at the University of Florida.

He came to Tampa with his parents when an infant and has remained there all his life. After leaving college he became connected with the Gulf Fertilizer Company, of which he is now Secretary. He is also Secretary of the Peninsular Chemical Company of Orlando.

He is a member of the Alpha Tau Omega college fraternity, and of the Masonic Lodge. He also belongs to the Rotary Club and the Merrymakers Club of Tampa. He is also a member of the Tampa Board of Trade and on the Good Roads Bureau of this organization.

CHARLES C. WOODWARD

CHARLES C. WOODWARD was born in Dooly County, Georgia, January, 1875, son of John H. and Nancy B. (McCormick) Woodward.

His paternal ancestors were English, one of the early ones of whom was "Ward of the King's Wood," and on account of holding this position, he was given the name of Woodward. His maternal ancestors were from Scotland.

Mr. Woodward received his education in the schools of Georgia, and followed the mercantile business in that state for a number of years. He moved to Tampa in 1899, where he became connected with the Fire Department, and later, he was connected with several drygoods houses. In 1904, he became an Advertising Solicitor for the "Tampa Times," and in 1905, he was made Business Manager of that paper, serving in that capacity until 1915, when he resigned, on account of health. He later purchased an interest in the "Plant City Courier."

Mr. Woodward filled the important office of County Tax Assessor from 1917 to 1921. For the last seven years, he has been a member of the Insurance Company of Woodward & Crowder Company, one of the best known Insurance Agencies in Tampa. He has always taken an active part in the upbuilding of Hillsborough County, and was one of the organizers of the Hillsborough County Cham-

ber of Commerce, of which he served as Secretary. He was also one of the organizers of the South Florida Chamber of Commerce, which includes all the counties on the West Coast south of Marion.

During the World War, he did his "bit" by selling Liberty Bonds and Stamps. He also did a considerable amount of Red Cross Work. He is a member of the First Baptist Church, the Tampa Board of Trade, and the Rocky Point Golf Club.

Mr. Woodward was married at Tampa, August 15, 1906, to Margaret McKay, and has four children: Mary Barnelia, Margaret, Ada and Charles, Jr.

Mrs. Woodward was one of the organizers of the Mothers' Club in the Henry Mitchell School at Tampa, of which she served as President for six years. This was the first Parent-Teacher Association organized in this county. She also assisted in organizing a Mothers' Club in the Woodrow Wilson School, and at the present time, is identified with the Mothers' Club in the Plant School.

Mr. Woodward's residence is located at 819 West Shore Drive, Beach Park.

STEPHEN T. WOODWARD

STEPHEN T. WOODWARD was born in Vienna, Georgia, in November, 1866, son of William W. and Lula J. Woodward. He received his education in the schools of Georgia, and in 1895, moved to Tampa. He followed various lines there in the early days, including the horse and mule business.

Since 1920, he has been President of the Insurance Firm of Woodward & Crowder, which is one of the best established Insurance Agencies in the City.

He held the position of Chief of Police in Tampa for fourteen years, the longest period this position has ever been held by one man. He is a member of the Tampa Board of Trade and the Palma Ceia Golf Club, and his fraternal affiliations are with the Elks.

He was married in Georgia and has one daughter, Ellen (Mrs. Germain), of Miami.

ELLIS WOODWORTH

ELLIS WOODWORTH was born on the 9th of May, 1869, in New York State, son of Albert Lyndon and Lydia (Conger) Woodworth. His great grandparents were born in New York; his grandfather was a veteran of the War of 1812, and he is a direct descendant of Samuel Woodworth, who wrote the "Old Oaken Bucket."

Mr. Woodworth received a high school education, studied law and was admitted to the Bar. Early in life, he started in the newspaper business, receiving the sum of three dollars per week during his first year's labors. Later, he went to California, where he ultimately became the proprietor of "The Santa Monica Outlook," now one of the foremost dailies of the Pacific Coast. Returning to New York, he was identified with various newspaper enterprises, being at one time, editor of "The Syracuse Democrat," a political paper.

He engaged in the paper box business in Chicago for several years, afterwards moving to Louisville, where he was admitted to the Kentucky Bar, and was a member of the Federal Court, Western District of Kentucky. He has also been admitted as a proctor of the Southern District of Florida.

Coming first to Florida in 1911, he later purchased a small farm in the Palm River section in this county, and in 1919, moved to Tampa, where he has since resided.

He was a Deputy United States Marshal, and was appointed State Food Inspector by Governor Hardee in 1921, which position he has since held.

He has been a life-long Democrat, is fraternally an Elk and a Mason, a member of the National Geographic Society, and a communicant of the Episcopal Church.

He was married on November 7, 1899, to Miss Bessie Haynes Smith, of Syracuse, has one daughter, Mrs. Wilford Burkhart, of Miami, and one grandson, Jack Burkhart.

C. EDMUND WORTH

C. Edmund Worth has the distinction of being a native son of Tampa, having been born there September 30, 1895, son of Charles E. and Margaret Helen (Simmons) Worth. His father was successively county surveyor of Hillsborough County, deputy collector of internal revenue, at Tampa, county tax assessor, and county tax collector of Hillsborough County. His grandfather, Frederick William Worth, drove the mail coach from Ocala to Tampa in the early days, and was a captain in the Confederate Army. His grandfather on his maternal side, Marshall Simmons, was also a Confederate Veteran. Ancestors on both sides of his family settled in Hillsborough County as early as 1856.

The subject of this sketch attended the graded schools in Hillsborough County and graduated from the Hillsborough high school in 1913. He received the degree of A. B. from Washington and Lee University in 1917. He studied law at Washington and Lee and also at the University of Florida.

He was admitted to the bar in 1917, since which time he has practiced his profession in Tampa. He is now a member of the firm of McMullen, Worth and Draper, one of the largest law firms of Tampa.

He served as municipal judge of Tampa from January, 1921, to January, 1925, with credit to himself and to the community.

During the World War he served in the U. S. navy, part of the time on the U. S. S. "Montgomery" and later in the mine laying force and towards the end of the war he was engaged in cable censorship work.

Judge Worth has been awarded several scholarships and was Valedictorian of his class at Washington and Lee University in 1916, and he is a member of Phi Beta Kappa, honorary fraternity; Alphia Xi Rho, general college fraternity; Phi Delta Phi, legal fraternity; Omicron Delta Kappa and Delta Sigma Rho, honorary fraternities, and is a past chancellor of Bay Lodge, Knights of Pythias.

Alex. S. Wright, M. D.

His religious affiliations are with the Hyde Park Methodist Church, and he belongs to the Palma Ceia Golf Club, and to the Kiwanis Club, of which he was president during 1927.

Judge Worth was married at Clinton, Kentucky, to Nelle Morris and has one daughter, Mary Nelle Worth.

OLIN SEYMOUR WRIGHT

OLIN SEYMOUR WRIGHT was born on December 1, 1852, at Covington, Tioga County, Pennsylvania. He received his early education in the public schools of Pennsylvania, and studied medicine at the University of Michigan, where he received the degree of M. D. He commenced his practice at Pine Bluff, near Bradenton, Florida, in 1884, and subsequently practiced in Jacksonville for a short time. In 1887, he moved to Plant City, where he commenced his illustrious career, which was to last for nearly fifty years. When he went to Plant City, it was a struggling village of less than two hundred people, and the history of his life is closely connected with the history of the town. For many years, he was the only practicing physician there, and at the time of his death, he had been in practice much longer than any other doctor in the town.

He was not only the leading physician of Plant City, and one of the leading ones of Hillsborough County for many years, but he had very important interests outside of his practice, particularly in Masonry. At the time of his death, he was the highest Mason in the State of Florida, and had received many National Masonic honors. He was a thirty-third degree Mason, and was an active member of the Supreme Council of the Ancient and Accepted Scottish Rite of the Southern Jurisdiction of the United States, and Grand Inspector General for the State of Florida. He was Past Grand High Priest of the Grand Chapter, and Past Grand Thrice Illustrious Master of the Grand Council, and Past Grand Commander of the Grand Commandery. For many years, he maintained an active interest in Scottish Rite Masonry in Florida, and the Supreme Council of the thirty-third and last degree of the Ancient and Accepted Scottish Rite of Free Masonry for the Southern Jurisdiction of the United States has the following to say in the course of a eulogy of Dr. Wright: "The directing of Scottish Rite affairs in his jurisdiction has been far more effective than Brother Wright's reports would indicate, because his reports reflect the modesty of the man, and it can be truthfully said that the Jurisdiction of Florida equals any other Jurisdiction in carrying on the educational program of the Supreme Council as well as in other respects."

Apart from his attention to his profession and his interest in Masonry, Dr. Wright was actively interested in property in Hillsborough, Manatee and Pinellas Counties, and was a large owner of valuable lands in these sections, as well as of business property in Plant City. He also gave much attention to civic affairs, and served as Mayor of Plant City in the early days. He also served as a member of the Hillsborough County School Board, and was a school trustee of Plant City.

He held membership in the American, State and County Medical Associations, and belonged to the Episcopal Church. In addition to being a Mason, he was a member of the Odd Fellows, the Knights of Pythias and the Woodmen of the World.

His second wife was Dorothy A. Holloway, to whom he was married on June 17, 1921, at Lakeland. He had two children by a prior marriage: Mrs. Roy Crabb and Mrs. J. W. Crum, and one son, Olin S. Wright, Jr., by the second marriage.

Dr. Wright died at Plant City, Florida, December 17, 1923.

VINCENT MARTINEZ YBOR

VINCENT MARTINEZ YBOR was born on the 5th day of April, 1822. When still a young man he came to Cuba and engaged in the cigar business there, establishing a factory in Havana. However, he soon moved to Key West, Florida, where he opened the first cigar factory in that town. Before he came to Key West it was nothing more than a struggling village, but with the advent of his factory and others that subsequently were built there the place soon became a town of considerable importance and it can be said without exaggeration that Mr. Ybor was the person who gave Key West its start. His factory at Key West was the first Havana cigar factory in the United States.

Shortly after the establishment of his factory in Key West, he opened a branch in New York City, which he continued until he moved to what is now Ybor City, at which place he established his headquarters and where he founded the cigar manufacturing industry. Ybor City was properly named after him, as soon after his arrival there he purchased practically all of the land which comprised the old municipality of Ybor City, now part of Tampa.

He not only built his own cigar factory at Ybor City, but through a land company, which he organized, called the Ybor City Land & Improvement Company, he made very great inducements to other cigar manufacturers to locate in Ybor City by giving them land and in some cases building factories for them.

Mr. Ybor was interested in many other important enterprises outside of his cigar business; he and Colonel Peter O. Knight founded the Exchange National Bank of Tampa, which has grown to be one of the most important financial institutions in southwest Florida; he also founded the Florida Brewing Company and his Land and Improvement Company owned and operated the electric railway running between Tampa and Ybor City.

He was a member of the Catholic Church and was affiliated with the Masons. He was married at Havana, Cuba, to Mercedes de las Revilles, who survives him with seven children: Mrs. Eloise Schwab, Mrs. Y. P. Castaneda, Mrs. G. Del Monte, Mrs. C. Garcia Velez, Mrs. A. Cervatnes, Salvador V. M., and Ralph M., the only one of whom still continuing to reside in Tampa is Mr. Salvador V. M. Ybor, who has charge of the property still owned by his father's estate there.

Mr. Ybor died at Tampa in 1897.

Few people have the distinction of having been the founder of a city, but Mr. Ybor not only had done this during his lifetime, but he was also the founder of the great cigar manufacturing industry in Tampa, which has made this city the largest and most prosperous in the state of Florida; giving employment to thousands of people and bringing millions of dollars into the city.

JAMES G. YEATS

James G. Yeats was born in Bullock County, Alabama, January 4, 1876, son of Henry S. and Susan Hicks (Godfrey) Yeats. His paternal ancestors came from England to North Carolina and Alabama in colonial days.

The subject of this sketch received his education in the public schools of Florida, and early in life, started work as a "printer's devil." He later published a paper in Port Tampa City known as "The Busy South." Giving up the newspaper business, he commenced real estate operations, continuing in that for about twenty years at Port Tampa City, and in Tampa. He afterward entered the road contract business, and has become one of the leading road builders of Florida; he has carried out many extensive road-building and road-paving contracts all over the state of Florida.

He served as Mayor of Port Tampa for three terms, making an excellent record in that office. He was elected County Commissioner and filled the office of chairman two terms, declining re-election in 1920, because his personal affairs demanded his entire time.

As Chairman of the Board of County Commissioners, he achieved splendid results, being largely instrumental in the building of the paved roads and highways which have helped to spread the fame of Hillsborough County throughout the country. To Mr. Yeats is due the credit for the idea of the Memorial Highway, which the Tampa Rotary Club successfully executed sometime ago. This highway is an excellent asset to Tampa, and the suburbs surrounding it, and besides being a highway of unusual beauty, it is a splendid tribute to the Hillsborough County boys who gave their lives for the safety of their country in the World War.

Mr. Yeats organized and is President of the First Bank of Port Tampa City, for the housing of which, a magnificent new bank building has recently been completed by him, at Port Tampa City. He is also a Director in the Victory National Life Insurance Company of Tampa.

He was married to Miss Charlotte Tyson, June 17, 1902, and they have had five children: James G., who died at Camp Grant during the World War; Clara, Donald, Sidney (deceased); and Victor.

JAMES L. YOUNG

James L. Young was born in Laurens County, South Carolina, on December 1, 1847, son of Reverend James L. and Margaret (Todd) Young, the former of whom was born in South Carolina, and the latter in the North of Ireland, of Scotch ancestry.

Rev. James L. Young became a clergyman of the Associate Reformed Presbyterian Church, and he continued his able and devoted labors in the ministry until his death, at the age of fifty-eight years, his wife having been fifty years of age at the time of her death, and their children having been six in number—five sons and one daughter. Two of the sons met their death in battle while serving as gallant young soldiers of the Confederacy in the Civil War. Of the children, James L., of this review, was the third son and fourth child.

Mr. Young was four years old at the time of the family removal from South Carolina to Mississippi, and from that state, when he was but fifteen years old, he went forth as a soldier in the Confederate Army, his service as a valiant young soldier having continued until the close of the War Between the States of the North and the South, and his continued interest in his old comrades being vitalized by his long and active affiliation with the United Confederate Veterans. After the close of the war, Mr. Young returned to the parental home, near Baldwin, Mississippi, and he permitted nothing to deflect him from his ambition to broaden his education, which had been interrupted by his service in the Civil War. In 1869, Mr. Young was graduated in the law department of the University of Mississippi, and from 1870 until 1885, he was established in the successful practice of his profession at New Albany, Mississippi. In the latter year, he came to Florida, and after remaining at Lakeland four months, removed in 1886, to Plant City, where he was legal representative of the old F. C. & P. Railroad, now a portion of the Seaboard Air Line System, for a period of about thirteen years. He gained prestige as one of the representative members of the Bar of Florida, and finally he retired from the practice of law to give his attention to other interests with which he had become identified. In 1902, he was one of the organizers of the Hillsborough State Bank at Plant City, and he has served as its President from the time of its incorporation to the present, the while his able and discriminating executive policies have been potent in the upbuilding of the large and substantial business of the institution.

Mr. Young has been influential in the councils and campaign activities of the Democratic Party, and in 1897 and again in 1901, he represented Hillsborough County in the State Legislature. While a resident of Mississippi, he held for two years, the office of Deputy Commissioner of Immigration for that state. In former years, he was actively concerned with the Real Estate business in Florida, besides having been identified with lumbering operations. Mr. Young has been a deep and appreciative student of the history and teachings of the time-honored Masonic fraternity, and has been active in the affairs of both the York and Scottish Rite bodies, with which he is affiliated, he having received the thirty-third degree of the Scottish Rite, and being also a member of the Mystic Shrine. He and his wife are zealous members of the Presbyterian Church in their home city, and he is serving as an elder in the same.

In the year 1869, was solemnized the marriage of Mr. Young, to Miss Jennie F. Thompson, of Lee County, Mississippi, and they have one son dead, and Dr. Calvin T., who is a resident of Plant City.

T. ROY YOUNG

T. Roy Young was born at Windsboro, Louisiana, on April 19, 1883, son of Robert Thomas and Olive Young. He is of English descent on his father's side, and of French-English descent on his mother's side. His grandfather on his mother's side was a Captain in the Confederate Army, and was killed during the course of the Civil War.

He came to Florida with his father in 1884, settling in Manatee County, where his father was one of the pioneer orange and tomato growers, and which section he subsequently represented in the State Senate.

Mr. T. Roy Young came to Tampa in 1892, where he received his early education. He later attended the State College of Lake City, and Wofford College in Spartanburg, South Carolina. He has since become one of the leading real estate developers of Tampa. He entered this business at the age of twenty-one, and early engaged in sub-dividing. Among his first sub-divisions, may be mentioned "Seminole Heights," "Chelsea" and "Idylwild-on-the-Hillsborough." He was a partner in the well-known firm of Weeks & Wilder from 1917 to 1918.

Mr. Young is probably best known in connection with the Beach Park Company, of which he is President. He organized this Company for the purpose of developing the beautiful sub-division of the same name, on the western outskirts of the City of Tampa. Beach Park consists of about 420 acres divided in 1,500 lots; hundreds of thousands of dollars' worth of improvements have been put in, and many beautiful homes now cover the sub-division. The Company has never stopped their development work, and have continued at the present time, to improve their property. The Company owns its own water and electric light plant operates its own novelty works, and owns and operates all the road building machinery, including trucks, rollers, etc., used in laying out the streets of the subdivision.

Mr. Young is a member of the Knights of Pythias, the Masons, Shriners, and D. O. K. K. E. His religious affiliations are with the First Methodist Church.

He was married at Tampa on May 3, 1905, to Irma Niles Bettes, and has three children: Mary Lucile, T. Roy Young, Jr., and Paul Robert Young.

WILLIAM K. ZEWADSKI, JR.

William K. Zewadski, Jr. was born March 19, 1886, at Ocala, Florida, son of William K. and Amanda (Barco) Zewadski. His father is also a native son of Florida, and is a prominent lawyer in Ocala, and has been for many years. His grandfather came from Poland.

Mr. Zewadski received his early education in the schools of Ocala, and later, in the East Florida Seminary (now the University of Florida), from which institution he received the degree of B. S. He studied law at the University of Michigan, and graduated with the degree of LL. B. in 1910.

He came to Tampa in 1911, and immediately commenced the practice of his profession. For a time, he was in partnership with the late Walter Nysewander, but at the present time, he is alone.

Mr. Zewadski's practice consists almost entirely of criminal work, and he is known as one of the best posted lawyers in Tampa in this branch of the profession.

He holds membership in the Tampa Yacht and Country Club, the Palma Ceia Club, the Forest Hills Country Club, and his religious affiliations are with the Methodist Church. Fraternally, he is a member of the Knights of Pythias and the Elks.

He was married at Tampa on the 12th day of September, 1912, to Edith Lawrence of Riverview. Three children were born to this union, William, Martha, and Johanne.

ERNEST LAUREN ROBINSON

ERNEST LAUREN ROBINSON was born January 1, 1872, at Meriden, Connecticut, the son of Benjamin A. and Laura (Blakeslee) Robinson. He is descended from the earliest English settlers in New England.

He was educated in the public schools of Meriden, Connecticut, and in Yale University, where he received the degree of A. B. in 1894 and A. M. for graduate work in Latin in 1901. He has also studied in the graduate department of Harvard University. He was teacher of Mathematics in the Meriden High School from 1894 to 1897, when he became Principal of the Cheshire (Connecticut) High School and held that position until 1900. He then became Principal of the high and elementary schools of New Milford, Connecticut.

In June, 1902, as the result of overwork and exposure at a fire, which destroyed many buildings in New Milford, Mr. Robinson became afflicted with lung trouble. He gave up teaching and went to Tombstone, Arizona. The climate soon restored his health and he spent five years in Arizona and New Mexico, engaged in mining and irrigation engineering.

In 1907 he came to Tampa to serve for two years as Principal of the Michigan Avenue Grammar School (now the Robert E. Lee School). In 1909 the County School Board appointed him Principal of the Hillsborough County High School. He held this position for sixteen years until 1925 when he was appointed Director of the Junior and Senior High Schools of Tampa. In 1927 his position was made countywide.

Mr. Robinson is a member of the Tampa Rotary Club, a Past Master of the Hillsborough Masonic Lodge, a 32nd degree Mason and Shriner. He is a member of the First Baptist Church, and teacher of the Professional Men's Bible Class in that church. He is also secretary of the Public Library Board of Tampa.

He was married June 29, 1898, to Evangeline Bloomfield at Meriden, Connecticut. They have had two children, Ruth, who died in infancy, and Grace F., who is now a teacher of History in the Hillsborough High School.

He was the author and editor-in-chief of this work, the History of Hillsborough County.